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This year marks the return of the stock or gang fly to the fly schedule. A stock kit will consist of a minimum of eight birds and an unlimited maximum. The time flown in the stock fly competition will count in the flyers aggregate total.

Glad to hear that many of you enjoyed last month's introduction to one of our top flyers, Ed Buraczewski. This month we feature another member that has demonstrated superior performance with his birds. Mr. E. R. "Bob" Ball is the holder of the FTA Honor System Old Bird record and whenever he has been able to compete has gotten performances that most anyone would be proud of.

E. R. "BOB" BALL

Until I was asked by our Secretary, Tim Kvidera, to write about my past experience with pigeons, I never realized how so unsettled my past life has been. As from the earliest days that I can remember I never seemed to be able to have suitable accommodations for my birds at home, but was always forced to keep them at my dad's place of business, which at first was called the barn, then the yard, then the shop and finally the office.

Like many other Tippler men my first birds were rollers which I acquired through my association with my school chum, Ed Johnson, who lived on the same street as I, only on the opposite side. One day on the way home from school he asked me if I would like to see his father's pigeons. A little dubious I said sure. So he advised taking a short cut through the lane where we eventually arrived at a good sized shed. Asking me to wait he disappeared, finally I heard the door opening and there he was inside the shed motioning me in. Upon entering and gazing through a wire partition I saw what I believe was and still is the nicest selection of rollers that I have ever seen since. I just stood looking, spellbound. How long we stood I just don't know, but finally Ed said we had better be moving along as his dad got home quite early in the afternoon and was due shortly. So making a mental note that I somehow must obtain some of these birds, I thanked Ed, went out the back door and finally reached home. Where all I could think of was the wonderful loft of pigeons I had seen that afternoon. I kept on pestering Ed to ask his father's permission to let me come over and see the birds, which was finally granted and eventually led to my becoming the owner of my very own pigeons, and what a happy day that was.

I eventually progressed to the stage where I visited Bailey's Bird Store on Queen Street. There I would go and listen to the older pigeon men especially some of the Polish fellows talk about their rollers and their flying ability. It was there I met my own cousin who also was a roller fancier, but whose brother Bill was a Tippler man, and a member of the old C. T. A. It was through him that I first heard of such birds as the shotover hen, the bulldozer cock, the wing disease hen and so on. It was from him that I received my first flying Tipplers.

Quite a few years passed by with me having sometimes Tipplers, sometimes Rollers and then both, and of course in those days very few of the fanciers had prisoners but flew one and all birds. It used to be quite a scene on a nice summer evening to see all the different flocks flying in their own formation, and performing their own acrobatics.

Finally I had a home of my own and then proceeded to build my own coop. It took me a year to complete but it sure was a Jim Dandy. I then had the pleasure of meeting the man whom I really believe did more for the flying tippler in Canada than anyone else I can recall. His name was "Alf Pollard", not too well educated as well as schooling was concerned, but when it came to pigeons, to my knowledge, Alf had no equal. It was from him that I first heard of the strains such as the Pass, Redney, Nigger-head, Waterfall, Hall, Pee Wee and many others I cannot recall at the moment. I told Alf I had just completed my coop and made up my mind to make a fresh start in Tipplers with the best stock that I could buy, and had come to him and would

abide by his selection. He picked me out several pair of which I added to from time to time, always upon his recommendations. They were good, especially the Pee Wee and Waterfall cross which I recrossed several times, and had the pleasure of seeing them fly over the 16 hour mark 3 times.

In 1934 I had the satisfaction of winning the aggregate cup with the time of 113 hours and 8 minutes. I still have this cup, although many others that I had won over the years and also the record I had made of these wins have become lost - I am very sorry to say.

The Tippler Club of which I was a one time President had been disbanded and re-organized so often that it is difficult to trace any of the past proceedings. Although I am the process now of trying to find one of the members J. Adams of Toronto, the last Secretary that I know of. If there is anyone reading this article who has any knowledge of where Johnny is now I would be very appreciative of receiving this information.

In closing I would like to say that I have had many fine strains of Tipplers and some very outstanding kits, but in all fairness to all concerned I must say the strain that I imported from England in 1971 or 72 is in my opinion as good or better than any I have had in the past. I am sure that if I had not been plagued by ill health I would have had the satisfaction of bettering my own club record, which now stands at 15 hours and 7 minutes, and which I feel sure these birds can better if I can only keep well enough to train them to their proper condition, and supervise their schedule.

To you fellow members I would like to say your club the American Flying Tippler Association is a good club and one of the best I have ever been a member of. So stick with it, treat it fairly, and you the same as I will receive a lot of pleasure by being a member.

All the best
E. R. Ball

Thanks Bob for your contribution to our FTA autobiographies. You members need not get so involved in your own introductions but please do drop me a line with something about yourselves. Your fellow members want to know more about you than your name on the membership list. The only way we can keep this thing going is with your cooperation.

Membership renewals have been coming in slower than I had hoped for. At the moment we have over thirty that have not renewed. Some of these are long time members and would be most welcome to remain in our ranks but as mentioned in the last bulletin they have been terminated from the current mailing list. Everyone has been told twice lately when their dues expire so this termination is not coming without warning. So if your friends complain of not receiving their FTA bulletins ask them whether or not they really are members. If they are not please invite them to rejoin as we would be glad to have them with us.

Our current treasury balance is \$191.52 with no outstanding bills that I know of. With only maintenance costs and postage our projected expense, until the end of the fly season, we should be in pretty good shape.

There recently has been more mention of another APJ special for Tipplers. It has been quite a while since our first one and although another one may be due I would be the last one to make light of the work involved. But it is an idea worth thinking about.

Best wishes to all of you for a successful season both in the loft and in the air.

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FTA Bulletin #3 April, 1976

I am sure that you all enjoyed the reminiscences of E.R. Ball in the last bulletin. It is with deep regrets that I must publish the latest letter from Mrs. Ball.

Dear Tim,

Just a line to let you know of the sudden passing of my husband, Bob, on March 8, 1976, it was a massive heart attack, was gone before he arrived at the hospital. It was such a shock as the week before we had got his birds mated up and all his training mix ready for training and was getting his lights set up on the coop. I just can't believe he has gone. I just want to thank you and all members of the club who corresponded with him the last 2 or 3 years; as this was a source of great interest and happiness to him as his birds were his life since retiring from business and being a quadriplegic his recreational activities were limited.

Mr Lemke of Kitchener, Ontario has Bob's birds, I also gave him his 1976 bands. He is such a dedicated Tipplerman and has just got started. I wish him well.

Sincerely,
Flo Ball

Our deepest sympathies go out to Flo and family. Bob will be very much missed by all of us that enjoyed the pleasure of competing with him. As you know Bob set our current Honor System Old Bird Record with a time of 15 hours and 7 minutes on May 26, 1974 and always was good for a commendable time whenever he put up a kit.

Well, spring is finally here and with it our competitive fly season. The first Old Bird fly is the weekend of April 24 and 25. So that means if you are interested in joining the fun of the competition you have to get entered pronto. The entry fee of \$1.50 per fly should reach our Central Timer, Bob Prisco, at least a week prior to the fly date. Bob's address is R.D. #2 McElwee Rd, Moorestown, N.J. 08057. For the full fly schedule please check either your January or March bulletins. Everyone is welcome to participate in either the Official or Honor Systems.

Just got another disturbing note. This one from our president, Bob Funk. He has been in the hospital Quite a while going through a bunch of tests. Details very sketchy but he says he should be out pretty soon. Hope all is going well with you Bob.

Guess I should not have counted my chicks before they were hatched in the last bulletin. Lost most of those fertile eggs to a cold snap. Even so I now have about a half dozen y.b.'s within three weeks of each other. So I may not be too badly off after all. I can't help it, when it comes to a breeding season I am always an optimist.

Should have the results of the first fly in the next bulletin. Until then keep them flying and may all your flies bring you diplomas.

Well only one more fly, the last young bird, remains. Then the summer break until the cooler weather returns for the Fall Series beginning the end of September. Remember this year we are going to return the stock fly to our schedule. This is comprised of kits with twelve or more birds and will be after the three any-age flies.

After two relatively so-so flies that produced only two diploma times our third Old Bird fly was a pleasant surprise. Of the seven participants six turned in diploma-worthy times and the seventh, Perc Hagan, only missed his by ten minutes. Richard Seabridge followed his 14:03 of the second fly with another superior effort of 13:31. Stephen Bliszcz was close on his heels with a 13:18. Both of these Official System kits did commendable jobs under near ideal conditions.

Tim Kvidera also had a nice day and his kit of old hens made the best of it going 15:12 to become candidates for a new FTA Honor System Old Bird record. Jim Smith and family cut their kit down to three birds and they too had a super fly going 13:48 while finishing up in 30 mph gusts. Howie Johnson and Bill Conboy also flew diploma times of 9:07 and 8:45 respectively.

The first young bird fly saw both Official System fliers get disqualified with Stephen Bliszcz's youngsters doing good only to have one bird drop after 8:13 while the other two went 11:53.

Tim Kvidera's 8&9 week old squeekers made it two years in a row of coming close but quitting just before the diplomas are awarded. But their 7:50 topped the Honor System ahead of Gene Poirier's 4:10, Bill Conboy's 3:20 and Howie Johnson's 2:31.

Called Bob Funk the other night. He is feeling pretty well and has been back to work for some time now. Even though a number of his birds were stolen while he was in the hospital Bob says that he has many nice ones left and should be able to breed from about nine pair next year. Bob has submitted a lengthy autobiography that is quite interesting. I'll publish this in two parts. This bulletin will include his personal autobiography and next issue will have the portions dealing with Bob's recollections of our FTA history.

Since our last bulletin Bob Rotschi has paid his 1976 dues so please add to last month's membership --- Bob Rotschi- 84 Windsor Ave., Rockville Centre, N.Y. 11570 Also include Bob as the Eastern Vice President and member of the board of directors.

Got a call from Doy Payne. Seems that he misunderstood what a junior member was, thinking that it meant novice. He has paid the difference and is a senior member and not the junior listed. Also please change his address to -- Doy Payne - 2509 Salem St., Baltimore, Md. 21217

Jim Smith generously has declined to accept his \$8.50 winnings from the first Old Bird fly and has donated this winnings back to the FTA. Thank You Jim, although our current balance is considerably in the black, \$230.40, once next years bands and our APJ ad are due it will be greatly appreciated. Still being rather new at this I have not taken the time to try to project our cost and see how we will stand at the end of the year but we are about the same as last year so I guess all is well.

George Cant has sent in a couple dollars to help defray the added postage costs of sending his bulletins overseas airmail. Airmail is the only way to assure that he receives his mail in a reasonable time. This postage donation is welcome and almost essential to cover the higher postage rate.

Those of you that get the American Pigeon Journal, and all should it is really a great magazine for the price, probably know that the National Pigeon Assn's Grand National show is going to Dayton, Ohio in Jan., 1977. Our constitution states that we hold our annual meeting and show in conjunction with the Grand National. Last year the NPA went to California and due to lack of local interest we did not sponsor a meet. Anyone out there in the Dayton area want to take the bull by the horns and help get a meet together for 1977? If so we better get the ball rolling before it is too late. Let me know if you are interested. What we need is someone that is willing to run the Tippler section for us. That is keep an eye on the birds, watch for shipments, help on the return shipments and serve as book keeper and steward for the judge. Any takers?

Those of you with the APJ's I hope you did not miss page 414. There are pictures of some mighty nice looking Tipplers there. Bob Kennedy's old hen is the way I like them to look, medium-small and perky. Ed Buraczewski's young bird is nice too.

Here are the ramblings and reminiscences of our FTA president,

BOB FUNK

....I was born in Ft. Pierce, Fa., July 3, 1921, parents divorced when I was between 4 and 5 years... mother took me to Arkansas, Little Rock.. where she had relatives.

At the age of 12 we lived in a very large two story brick (rented) house... it had been built by a doctor in the year 1900. The property had a large two story red barn in back and tin covered horse stalls across the back of the yard to accomodate 8 horses....this latter part was perfect to wire in, divide off, for a pigeon loft.

There was a neighbor kid who brought home a pair of common pigeons, and I was sunk. I had to have a pair. I could not be satisfied - there was a milk or dairy farmer across the Arkansas River whose kid had a beautiful selection of pure bred birds. My first pair of silver grizzle Tipplers came from the farm.

Also, I branched out to toy Rollers, then picked up some white Mondaines. I saw an ad in the APJ for Owls, Satinettes and Oriental Frills at Jacksonville, Fa. I bought some.

Then, the Tipplers fascinated me more than anything else and I started reading up on them. There was an ad in the Journal from the Burns Brothers of Toronto, so in 1934, I sent off to Canada for four pairs, I believe it was.

At this time I started to concentrate on the Tipplers, and got rid of everything else. At the age of 14 I had a kit in Little Rock that went over 14 hours for me. Strictly the Honor System, as there was only one other fancier in Little Rock, by then, that knew more about Tipplers than me. That was Bill Harvey, who I visited again last year. Bill was mainly a Birmingham Roller man, with a few Hodenas for show. But before Bill went away to learn to be a pharmacist, he had obtained some Tipplers of the then famous George Storey strain.

When Bill returned from school is when I met him. He saw how interested I was in the Tipplers, so he gave me his remaining Storey birds. It is the Storey bird that we chose as our FTA trade mark, the bird on our letterheads. This was Storey's pigeon...we never had him in America.

Mother's business began to go downhill, and her health was poor, so she started "drawing-in" the financial reins. We moved twice, in Little Rock, but the birds went along.

Then in the fall of 1936, mama sold out her business and returned to Florida. This was Miami...the birds came along in a large electric transformer crate, shipped REA rail. In those days it cost less than ten dollars.

In Miami we lived in an apartment house managed by my mother's sister, Aunt Nelle. To the rear was a series of parking garages and at the end was the garbage can area for the apartments. Also sitting there, unused, was a dog house, on legs about a foot off the ground. The dog house roof was flat, so I wired and put a door on the front, placed my shipping crate on top, and had a small two compartment loft.

In Coral Gables, Florida, was a retired Modena fancier, famous out of Atlanta, Georgia by the name of Irvin De Garris. I found out where he was and one Sunday my uncle took me by his place for a visit. De Garris told me he was unhappy in Florida and wanted to move back to Georgia. He had a beautiful four compartment breeding arrangement on legs and said I could have it, if I could arrange getting it moved. My uncle managed to borrow a truck the next Sunday, so now I had six compartments. This was all I had for some time, but it had more loft space than what Nasser Shirakbari has at his place today.

In 1939, my uncle had managed to build up his stature in Miami and was appointed as barber and beauty culture inspector for the city. It was at this time he told me they were buying a new house and the birds just could not come along to this fancy area. Since I was in heavy correspondence with two men and by this time writing articles for the APJ, I shipped my birds off to these two men. They were Frank Hagen...I said Frank Hagen, not Percy Hagan. Frank lived in Philadelphia and was a Club organizer for Tipplers...and I was appointed President of the then "Associated Fanciers Flying Tippler Club", the AFFTC. He later re-organized it into the "Flying Tippler Union", the FTU. The other man was our FTA club organizer, Erv. Grube. Erv got what was left of the Storey's and some black/white mottled Canadians out of the Burns strain.

In my association with Grube in 1938, he started to "knocking" Frank Hagen as a "huckster" which proved to be right. Erv told me he wanted to start up a new club and call it the Flying Tippler Association Of America, and would I be interested in being appointed President. I was. This is contrary to the information "fed" to Mr. Levi for his book "The Pigeon". But that part does not matter. I was drafted into the armed forces and Bill Hoffman of Baltimore was appointed President and remained in that position for a long time. After the War I started contacting old friends in the Tipplers. I learned Hagen had disposed of all my old blood lines...but that Grube still had one Storey hen left. This after only four years.

We bought this project home at 933 in 1947...and as soon as Baltimore learned I had a house, a pair of light prints showed up here, with no loft. My son had by this time outgrown his baby play pen so I turned it upside down in the back yard, made a door for it, put in an orange crate for nest boxes, and bred a pair of babies. They flew out of this contraption until I could build a wood frame loft.

Then the birds really started to arrive. I got the Storey hen from Grube, and Bill Hoffman sent me several pairs...mottles, AOC's, light prints and reds, and then silver duns.

Since my home is a solid poured concrete building, the roof was, or is, flat with stairs and railing, for a sun deck. On the deck I built just one kit box. I worked early morning shift so was home by the middle of the afternoon. I would hand carry the babies up to this kit box and it was from there they learned to fly. Seven birds were culled down to a kit of three cocks, a light print, a red, and an AOC. These birds went well over 7 hours from this arrangement. I think the official time was 7 hours, 12½ minutes.

This kit whenever released from the breeder loft, in later years, always landed on the roof rail of the house and I'd have to go up there at night to get them.

Some 15 or so years back I sold, for a token sum \$10.00 to cover feed, a kit of 13 young birds to Walt Bernard of Miami. He still has the strain strong. I have lately managed to get a light dun print and a silver dun cock bred down from these 13 birds to Walt Bernard. The Lovatt birds and the prints and badges from Hagan that he imported from John Cullen of Bristol. Even with the theft of at least 24 Tipplers and two Fantails, this makes up my stock of today. I can easily start off 1977 with 9 pairs of breeders.

Best regards to you and yours,

Bob Funk

FLY RESULTS May 22 & 23, 1976

OFFICIAL SYSTEM

FLYER	BAND NOS.	TIME FLOWN	TIMER	TROPHY, DIPLOMA
Richard Seabridge	FTA-75-601,622,631,632	13:31	Mazur, Talevi, Niese	
Stephen Bliszc	FTA-75-908,910,911	13:18	Chenkus, Prout	DIPLOMA

HONOR SYSTEM

FLYER	BAND NOS.	TIME FLOWN	TIMER	TROPHY, DIPLOMA
Tim Kvidera	FTA-74-256,265,266	15:12	Self	TROPHY, DIPLOMA RECORD CANDIDATE
James Smith	FTA-75-777,783,790	13:48	Self	DIPLOMA
Howard Johnson	FTA-75-2467 NFA-74-923,932	9:07	Self	DIPLOMA
Bill Conboy	FTA-73-18,'74-47,'75-318	8:25	Self	DIPLOMA
Perc Hagan	FTA-75-1836,1821,1837	7:50	Self	

FLY RESULTS June 5 & 6, 1976

OFFICIAL SYSTEM

FLYER	BAND NOS.	TIME FLOWN	TIMER	TROPHY, DIPLOMA
Stephen Bliszc	FTA-76-181,179,178	DISQ.	1 dropped aft 8:13 other 2 went 11:53	
Richard Seabridge	FTA-75-601,622,631,632	DISQ	Old bird kit went 4:08 in young bird fly	

HONOR SYSTEM

FLYER	BAND NOS.	TIME FLOWN	TIMER	TROPHY, DIPLOMA
Tim Kvidera	FTA-76-14,15,16	7:50	Self	TROPHY
Gene Poirier	FTA-76-152,153,154	4:10	Self, J. Hoffman	
Bill Conboy	FTA-76-510,511,512	3:20	Self	
Howard Johnson	FTA-76-552,553,554	2:31	Self	

Congrats gentlemen on some nice flies. Hope you did at least as well in the Long Day fly.

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I'm afraid this bulletin is starting to sound like an ad for the American Pigeon Journal, but really it is not intended to. Just that this last issue had a number of noteworthy items. Please read carefully Tanner Chrisler's King 'n Things column on page 398. It deals with a proposed bill before the United States House of Representatives that could make keeping our beloved little flying machines if not impossible at least extremely difficult not to mention very expensive. Here is a plagiarized summary of what Tanner has to say. Hope Herb of the Southern Minnesota Pigeon Association does not mind my swiping his words.

On May 1, 1975 a bill was presented on the floor of the House of Representatives. It could if passed have dire effects on us in the hobby of raising pigeons. It is titled HR 6631--A Bill to Establish a Federal Zoological Control Board. Its alleged purpose is to insure that display facilities maintain minimum standards for the humane care and husbandry of animals, etc.

Now that sounds great, The entire bill is 44 pages long. This bill if passed also impose an annual fee of up to \$100.00 on every zoological hobbyist and would make him (you) subject to a whole gamitof federal regulations. None of these regulations are stated in the law. The bill is called enabling legislation, that is it enables them to set up a board and appropriate a cool FIVE MILLION DOLLARS, that's right \$5,000,000.00, to give this monster life.

No where in the bill does it state what animals are covered.

What we are asking is for you to write your Congressman and request a copy of HR 6631, 94th Congress, 1st Session. Tell them it is about proposed Federal Zoological Control Board. After you get your copy read it and if you feel that it is a detriment to our hobby get hold of your representative and let him know what you think of it. Always mention it by name, HR 6631. Also tell him why you oppose the measure.

Herb has caught Tanner's ideas pretty well. In Tanner's article in the APJ he goes into more depth including some of the legaleze quotes that display the vagueness of this piece of legislation and how easily it could be made to include our hobby under federal jurisdiction and regulation.

I am still in need of more of your autobiographies. It would be informative if you would send in a few words on who you are, how long you've had Tipplers, what types, colors, strains, etc. that you have. Or any thing else that you think your fellow members would enjoy hearing about. It does not have to be as lengthy as those already printed, any little bits of news or information that you have will help keep the bulletins interesting to you readers.

Don't forget to take a few minutes to look into HR 6631. Until next time

Best Wishes,

Tim

This is the second time this year that I have had to open a bulletin with an announcement of the passing of one of our members. I received the following letter from Mrs. Guy Emerson of Brevard, N.C.

Dear Sir,

I am writing you this note to let you know my husband, Guy Emerson, passed away May 14, 1976 after a year of illness. I want you to know that he really enjoyed and loved his pigeons very much and he enjoyed being a member of the FTA and reading his FTA bulletins. He also enjoyed his American Pigeon Journal. He read it every day as long as he was able to read. I enjoyed helping him with his birds and sitting with him while he watched them fly. It made me happy to see him get so much joy out of watching them fly.

Best Wishes,
Mrs. Guy Emerson

I was going through cleaning off my dresser top the other day and came across a letter from Dick Seabridge to which I had attached a note "for May bulletin". Guess that sorta gives away what the dresser looks like (right Lynn??). Anyway needless to say it did not make it to print. Here are some excerpts-- "Concerning the 'Central Jersey Tippler Club', Mr. Steve Bliszcz has resigned for personal reasons. All further correspondence should be forwarded to me. I have been a pigeon fancier since 1937 (Racing Homers) and gave them up in 1974 for health reasons.....This past December I was invited to Rutgers University (Cook College) for a seminar and was asked to give a speech on Flying Tipplers, which I did. There was a large turnout from all over including an editor from England. There was a lot of interest shown from the audience by the different questions asked." Sorry it took so long to acknowledge your letter Dick. I was within a couple days of making it to Rutgers. Was coming out East on business and had a ride all lined up to get there but the trip was postponed a few days.

Jim Smith in the line of H.R. 6631 mentioned last month sent a copy of an article from the Hartford Courant, 6/21/76, dealing with a United Nations Conference on Human ~~REINXIXX~~ Settlement called "Habitat". It was a conference dominated by third-world, developing nations. The U.S. delegation, headed by Secretary of Housing and Urban Development Carla Hills, concurred in virtually all of the recommendations. One of the recommendations supported by the U.S. delegation called for restrictions on the private ownership of land. A portion of the statement read, "Private land ownership also is a principal instrument of accumulation and concentration of wealth, and therefore contributes to social injustice; if unchecked it may become a major obstacle in the planning and implementation of development schemes." Sounds like a way to tell people what they can own and how they can use it.

Dave Bortell reports that they have about five Tippler fanciers interested in forming a local club up there in Ludington, Michigan. Best wishes and let us know when you get it off the ground and have a name for yourselves. Our new member is from up that way. He is,

James Catlett-- 803 W. Fitch, Ludington, Mich. 49431

Got a disturbing note from our former secretary, Nasser Shirakbari. Mainly due to long hours keeping his business above water Nasser the last few years has been unable to work much with his birds and consequently has lost interest in his birds. He is giving up all his Lovatts and Hughes birds. Tom Butler from north Arkansas is getting all Nasser's Tipplers. We all wish you good luck Nasser. Hopefully some day you will have enough free time to return to the hobby.

Not long after Bob Funk informed us of the theft of 26 of his birds another note that he had been ripped off again, lost another 14 birds. Bob I hope that you can find a feasible way to effectively deter any further losses.

As mentioned in last month's bulletin this issue will feature the balance of our president's, Bob Funk, recollections. This portion deals with the history of our FTA organization. Here is what Bob had to say;

In my association with Grube in 1938 he started to "knock" Frank Hagen as a "huckster" which proved to be right. Erv told me he wanted to start up a new club and call it the Flying Tippler Association of America, and would I be interested in being appointed president. I was. This is contrary to the information "fed" to Mr. Levi for his book "The Pigeon". But that part does not matter... I was drafted into the armed forces and Bill Hoffman of Baltimore was appointed president and remained in that position for a long time.

About 1947 or 48 Erv Grube was falling off as Secretary-Treasurer. Hoffman kept after him for a treasury report and finally he sent in a pencilled list on a tablet paper of dues received and expenses paid...with this the club was in debt.

This was the first official election the FTA ever had. Hoffman wanted me to run against Grube for Secretary-Treasurer. I won. I held this job for quite some years, until my personal work load made me give it up. Besides putting in a five day work week I was doing the wash, the grocery shopping, the yard work, paying the bills on top of the Club work of getting out the bulletin, handling the treasury end of it, ordering the bands, mailing the bands, and answering correspondence. I had a breakdown and the doctor told my wife I had to cut out some of the load...she took over the bills, and I unloaded the Club work.

So in October of 1953 by mutual officer agreement I passed the records and a treasury balance of \$104.12 to Harold Doellinger of Marysville, Ohio. Then on January 20, 1956 Harold had to give up due to business commitments and returned the workload to me with a treasury balance of \$142.16. I kept it again until January 1964, and again by mutual officer agreement, I passed the records and a treasury balance of \$128.38 to Perc Hagan.

From here on in, for a while, I held no position in the Club, and am not fully aware of just what happened, except that two different Baltimore men wound up as President after Hoffman had to give up his birds, and refused to answer even my letters to him. Not one word, until his wife wrote me a short note when Bill died.

It was in this transition period, when I was out of Club touch, did not even get a bulletin, even though then I was a Life Member. Until, one night I received a call from Jack Ehli out in Oregon. Ehli wanted to re-organize the Club with me as President, if I'd take it. I forget at just what date in time this happened, but Dave Jordan was then Secretary-Treasurer, and I won the election for President defeating Bob Hinz of Baltimore.

Soon after that as you may possibly know, Jordan danged near lost the Club and the Tippler Special. He lost his job, his wife, and later it develops he skipped town leaving a garage full of dead and starving birds. The police were after him.....I don't know if they ever caught him or not.

Meantime, Nasser Shirakbari was located and took over as Secretary-Treasurer. This through the auspices of Jack Ehli. But, the Club records and all of the Tippler Special materials were so to say missing, and Nasser started with a -0- treasury.

Some of us kicked in some substantial cash to get the Club back on a financial basis... a drive for membership started.... and Hagan and I kept on Ehli's back so much, he finally contacted the police...found out the story of Jordan, got the Tippler Special materials from the deserted home of Jordan,,but to my knowledge no Club records. Nasser pulled the Tippler Special off by the skin of his teeth.

Then, along comes Tim Kvidera, to take the load off Nasser's back. That is the story to date.

Thanks Bob for the chance to hear some of the happenings of the past.

The results of the Long Day fly show that what Howie Johnson said of his kit went for the rest of us too. He said that he forgot to tell his kit that it was the Long Day fly. A couple good flies topped each system. Stephen Bliszcz finished first and last with his nice 10:05 being the only Official System time. Steve used young birds. Tim Kvidera did almost as well with his old hens going 10:03 to top the Honor System. Next came the team of Poirier and Hoffman with youngsters going an even 6 hours. Howie Johnson had his young birds go 4:20, and Conboy and Smith were both blanked due to fog.

We did not have any explosive results from our last young bird fly of the season on bicentennial weekend. There were no Official System competitors. Tim Kvidera topped the Honor System with a diploma time of 9:12. Howie Johnson got 5:05 out of his youngsters followed by Bill Conboy's 3:45 and Poirier & Hoffman's 2:55. That's it now for a few months. Hope more of you will be able to get kits together for the Fall Series beginning the end of September.

LONG DAY FLY
June 19&20,1976

FLYER	BAND NOS	TIME FLOWN	TIMER
Stephen Bliszcz (Official System)	FTA-76-176,179,181	10:05	Prout TROPHY,DIPLOMA
HONOR SYSTEM			
Tim Kvidera	FTA-74-257,265,266	10:03	Self TROPHY,DIPLOMA
Poirier&Hoffman	FTA-76-152,153,154	6:00	Selves
Howie Johnson	FTA-76-553,555,560	4:20	Self
Tim Smith	FTA-75-777,783,790	Disq	Lost sight of kit in fog
Bill Conboy	No start due to fog		

YOUNG BIRD FLY
July 3 &4, 1976

Official System--None

HONOR SYSTEM

Tim Kvidera	FTA-76-604,605,607	9:12	Self TROPHY,DIPLOMA
Howie Johnson	FTA-76-553,555,560	5:05	Self
Bill Conboy	FTA-76-506,510,511,512	3:45	Self
Gene Poirier	FTA-76-152,153,154	2:55	Self

As mentioned in the last bulletin our constitution provides for an annual show and meeting in conjunction with the national show of the National Pigeon Asso. Is there anyone out there that is willing to run a meet this year at the Dayton, Ohio Grand National as mentioned in last months bulletin?? If we do not get a positive response soon we will have to scratch this meet as we did last year.

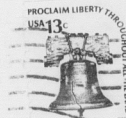
Another thing that has not brought much if any membership response of late is any preferences for fly dates for our proposed Winter Series. If we do not get any indications of support for this new series for our Southern membership we will have to postpone the implementation of this group of flys.

Got a note from our Central Timer, Bob Prisco. He says that he has a few top quality birds for sale and would like the club members to get the first chance at them. They are out of his English imports and are priced at \$10.00 each. Contact Bob Prisco, 700 McElwee Rd., Moorestown, N.J. 08057 phone-(609)235-3697

This brings up the question of ads in our bulletin. I am willing to print any members ad with no charge, depending on space of course. If you wish to make a donation to our FTA treasury it surely will not be refused.

The next bulletin will not come out until some time in September a couple weeks before the first fly of the Fall Series. Until then best wishes and get those kits ready. Birds of any age are eligible to compete, and remember that the series will end with the return of the Stock Fly.

Tim Kvidera
13610 Johnson St. N. E.
Anoka, Minn. 55303



FIRST CLASS MAIL

Frank O'Neil
RR #1
Oldcastle, Ont
Canada NOR 1L0

As mentioned in our last bulletin we are about to enter the final stretch of the 1976 fly season. The Fall Series for any age birds begins Sept 25th and 26th and continues on the weekends of Oct 9th, 10th and 23rd, 24th with the stock fly topping it off on Nov 6th and 7th. Sounds like a few of the newer members are planning on putting some kits up. The rest of you are invited to join in the fun flying in either the Official or Honor Systems.

Got the following letter from Tom Rood, Coordinator of the United Junior Pigeon Club....

Hopefully by now, you've heard or read about the United Junior Pigeon Club. The UJPC started out with 5 junior members in 1972. At the present time, we have well over 100 members in some 20+ states and Canada. The majority of our members are very serious about our great hobby and I look for them to be around for a long time. I'm sure you will be hearing from them or about them in the future.

The purpose of writing this letter to your Club (and several other Specialty Clubs) is not to promote the United Junior Pigeon Club!! It is intended to promote the entire Junior Pigeon Fancy (and this includes all juniors, even though they may not be associated with the UJPC). In 1975, I organized our Junior Pigeon Library which is working quite well. Many juniors are making use of the pigeon material we have available. The Library operates completely through the mail.

Now to the whole point of my babbling!! This letter is a "plea" to many pigeon clubs and many pigeon fanciers. We need your help in the way of pigeon reading material and pigeon awards. I'm asking every pigeon fancier who reads this to send any pigeon trophies, plaques, medals, books, pamphlets, club bulletins, magazines, etc, etc, to me to help the Junior Pigeon Fancy. We are in desperate need of pigeon awards to be used at the many junior pigeon shows to be held this year and next. These awards do not have to new --- old awards are perfectly usable. All I do is add a new engraving plate, and your old trophy or plaque makes a perfect junior award. I've heard many fanciers talk about the trophies they have stashed away in the attic or in a closet.

Reading materials are also needed to add to our Junior Library. Many juniors write me asking for information on a certain breed of pigeon. Old Club Bulletins would be perfect in this case, not to mention all of the other "pigeon literature" sitting around. Anything having to do with pigeons will aid a junior in his hobby.

The United Junior Pigeon Club is planning to sponsor a junior pigeon fancier for one year in the first 5 clubs who respond to this letter by donating any of the above mentioned items to the Junior Pigeon Fancy. Be one of the first 5 club members to send in a donation and I'll pay 1 year's dues for a junior pigeon fancier to join your Specialty Club. I can guarantee you that your donation will be put to good use.

Send all items to: Tom Rood, 308 N. Walnut St., Shelbyville, Illinois, 62565. Please help be a part of "The Junior Movement"--- send something for a "future pigeon fancier". Thank You!!! P. S. Be sure to specify your Specialty Club.

On behalf of the FTA I have sent Tom all this year's bulletins and have added the UJPC Library to our mailing list so that they will receive all future bulletins.

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Sounds like the ATU had a nice lawn show July 18th with 99 flying tipplers and 32 show tipplers. Bob Kennedy won both old flying classes with his old hen being Champion. Best young bird went to John Sotomayor. Both old show classes went to Marty Soyka with best young to Patricia Gardell.

Another item of interest garnered from recent ATU bulletin is their recent ratification of a new ATU Young Bird Record of 13 hours 47 minutes flown on July 4, 1976 by Howard Carlson. Congratulations Howard on a great effort with your youngsters...

For a number of months now Clarence Williams, ATU Sec., and I have been exchanging club bulletins as a means of letting each of us know of what is going on in the respective organizations. I really appreciate their hospitality that gives me a chance to keep up on the happenings out there in the hot bet of Tipplerdom and relay this info to you through our bulletins. I would appreciate the opportunity to make this same arrangement with any other Tippler organization. The more continuous sources of Tippler news I have the more informative I can make these FTA bulletins for all you members.

Just after I sent out the July bulletins I got a letter from José Baldrich Valdez, R-1626 La Jaqua, Cayey, Puerto Rico, 00633. He was interested in obtaining information on Tipplers as well as purchasing a pair of the "best strain of flying Tipplers". I've sent him bulletins, constitution, fly rules etc. If anyone is interested in selling him some quality birds drop him a line he may still be in the market for them.

Arthur Bruce, 88 Hammet St., Cambridge Hespeler, Ont., CANADA N3C 2H6 writes that he has had a very good breeding season from the birds that he got after the passing of E. R. Ball and is able to part with some of the breeding pairs.

I have ordered our bands for next year. Three thousand, the same as this year. This leaves us with a treasury balance of \$129.78. This is a little more than we had at this time last year so we should be in decent shape financially.

It is time to start thinking about our upcoming elections. In that vein our board of directors has been approached about the designating of a Life Member. By our constitution we can do this no oftener than every two years which would be at our bi-annual elections. Requirements are that a candidate have been a FTA member at least ten years. This is a requirement that is hard if not impossible to verify as that would put us into the records lost during the Jordan era. It has been suggested that the FTA consider making Pat Organ a life member. Pat has been a long time FTA member and active Tippler fancier. He has recently given up his birds but is still very much interested in the birds. The board has voted to place Pat's name on the ballot as a candidate for a Life Membership.

The board also has voted unanimously, of those responding, to ratify Tim Kvidera's time of 15:12 flown May 22, 1976 by his kit of old hens as the new FTA Honor System ~~Old~~ Old Bird record surpassing the late E. R. Ball's time of 15:07. Our fly rules require that before a record candidate time can be accepted as a new record it must be ratified by at least a 2/3 vote of the executive board. Of the seven of us on the board five responded unanimously to accept the new record (your sec-treas abstained from voting on his own time) so the 2/3 vote has been obtained. Therefore we now have a new FTA Honor System Old Bird Record as follows.....

The FTA recognizes the time of 15:12 flown by Tim Kvidera on May 22, 1976 as their new Honor System Old Bird Record. The kit consisted of three old hens, all full sisters, Red FTA 74-256 and Black Checks FTA 74-265 and 266, that were released at 5:10 AM. The white muff tumbler dropper was tossed at 8:22 PM with the kit dropping immediately with the last bird in at 8:23 PM.

I have gotten some decent black and white photos of these old hens and plan on sending them to Bob Funk for him, as Publicity Director, to submit to the APJ with an article.

No response yet about the holding of a Tippler meet at the Dayton, Ohio NPA Grand National show. It is now pretty late to get anything off the ground so unless there is a drastic change immediately we will be without an annual show again this year.

Also not much interest has been expressed to get a Winter Series set up for you Southern members this year. I do request that any of you that fly a winter schedule please let me know how you do. I would be especially interested in receiving fly results from any of your local clubs. These I would summarize and publish for the information of fellow FTA members.

The following is an open letter received from Dick Strain;

This is an open letter to our membership and you are free to publish it in the next club bulletin.

I note in the last APJ that our Publicity Director, Mr Funk, suggested we supply Mr. Hollmann with more advertising support in order to get back more publicity for Tipplers! Just what kind of advertising and how much does he have in mind? If Mr. Hollmann has a backlog of Tippler articles from Mr. Funk that he is not publishing due to lack of ad support, could we please have them published in our bulletin? If not, why not??

I recently purchased some Tipplers from Robt. Prisco and they certainly look and handle like real fliers. I am sure that I will enjoy flying their young next year. Their bands and method of banding, however, prompt me to tell you of my preferred method. It is not original with me but was pointed out to me years ago by older and better fanciers than I was.

Most people do not keep records, or just have a few notes jotted down for the current year, and could not care less whether they put the band on the right leg, left leg, numbers upside down or not. But trying to read bands on those birds is a juggling act every time! Band the bird on its left leg, with the numbers upside down when the bird is standing on its feet. That way when holding the bird in your left hand when you stretch its leg back the numbers will be in the proper position for reading. No big deal, but then what is? The late Bob Evans banded this way for years but then took to banding his Roller cocks on their right leg, and hens on their left. Looking at his stock, he appeared to be remarkably successful in predicting sex. How did he do it? Given nest mates, he would band the squab with the larger feet on the right leg. Also, he disposed of a lot of birds, and mis-banded were among the first to go.

I do not use FTA or Tippler size bands. They are designed for show pigeons and are too hard to read when the least bit dirty. I use Homer bands, they are not too big and are far superior in legibility.

As ever,
Dick Strain

Thanks Dick for the idea of asking the APJ for copies of unpublished Tippler articles. I have since requested the same. Thanks also for sharing the ideas on banding methods. I have been doing the same for many years and agree that it helps. Any of you that have stewarded at shows know how hard it is to find and read some of the bands. Uniformity in banding methods would help.

That brings us to the end of this page and bulletin. Don't forget to get your fly entry to Bob Prisco today if you have not already. Keep 'em flying

Let me start this bulletin off by trying to calm some of the waves I started by printing Dick Strain's letter in its entirety in last month's bulletin. I did not have space nor did I think to fully clarify it then but I must now. I do fully condone the banding system that Dick mentioned - namely upside down on left leg but the rest of the letter is suspect. As for the cocks having larger feet than the hens as Dick hinted, this is mostly a crock. But now to the real sore point - Homer bands. True due to the larger size they are more legible but they are completely outlawed in all FTA competitions as per our fly rules that state all Tiplers competing must be banded with "A" size seamless bands that have not been tampered with. Hope that this straightens out the situation sufficiently.

Have received many notes from fellow members relating their experience concerning the Dingell bill. Thanks Jim Smith, Bob Funk, Dennis Radi, etc. for letting me know what you have been up to.

Got a nice thank you note from Tom Road of the United Junior Pigeon Club. They are very happy to be receiving our bulletins as part of their Junior Club library.

Bob Funk, our president, as well as publicity director has sent me copies of two articles that he has submitted to the APJ lately. One updates our FTA fly results through the Long Day Fly and the other deals with the new Honor System Old Bird record of 15:12. Bob recently returned from a very quick trip to Berlin. He just hopped over and back and had no time to take in any of the pigeon lofts over there.

Speaking of trips I am writing this while out in Lakehurst, N. J. on business. I flew out Sunday afternoon and I was met at the Newark airport by Clarence Williams, ATU Sec., and Johnny Smith. After meeting with no incident in the terminal we commenced to spend close to an hour trying to get together outside. If you have any questions about directions concerning the Newark Airport call Clarence, within that hour I'm sure that he and Johnny saw every inch of roadway there dozens of times. They finally found the way through the maze of spaghetti and we were off. I blindly followed them off to someplace in Keansburg to take in the Bayshore Variety Pigeon Club's Young Bird Show. There I had the pleasure of seeing some nice Tiplers and meeting some Tippler fanciers from the Trenton and Philadelphia area. If I miss anyone I am truly sorry. It was a pleasure to meet Dick Seabridge, Pete Talevi from the Trenton area as well as Bill Newbold, John and Johnny Smith from the Philadelphia region. If you ever question John's dedication to Tiplers just ask him to roll up his sleeve sometime. It didn't take much twisting of that arm to get John to again join our fold after his brief absence. Welcome back John. I would also like to welcome the following members that have joined the FTA since the roster was sent out.

James Catlett, 803 W. Fitch, Ludington, Mich. 49431
 Matt Tokarz, 4538 N. Moody Ave, Chicago Ill 60630
 Ernest Dumais, 7443 Christorhe - Colomb., Montreal P. Quebec, Canada H2R258
 George Eidman, 927 Oldham St, Baltimore, Md 21224 (Junior)
 Thomas P. Henchy, Ph D, 1918 El Camino de la Ling, Santa Barbara, Cal 93109
 John Smith, 8800 F Tirresdake Ave, Philadelphia, Pa 19136
 Charles Winters, 2407 Garfield St, Port Huron, MICH 48060

During one of the slow days I also had a chance to drive over to Moorestown and meet our Central Timer, Bob Prisco, his lovely wife, Jackie and family as well as get a chance to see first hand Bob's original imports. Got a chance to handle some very superior pigeons there. After a hurried supper we tried to beat the sunset to Earl Grolleman's house. Well, we didn't make it. But even by flashlight I could tell that Earl keeps a loft of birds out of the same mold. Each like the next and all super. The majority were Lovatts with a few experimental crosses. Earl keeps a quite neat loft and the visit was very enjoyable. Thanks Bob for running me over there and to Earl and family for letting us invite ourselves over on such short notice. Also while out Moorestown way I heard that Svend Hansen is in the hospital, best wishes for a speedy recovery Svend.

577

Jim Smith sent a photocopy of a letter that he received from Heinz Kaupshofer of Germany. Heinz had just returned from another trip to England and of course returned with some top quality Tipplers. Heinz admits, much to his dismay, that many of his countrymen also do not train to droppers or lights. He is a firm believer that one must discipline and work the birds hard to be successful. True, this is the way to get the most out of your birds but as many of you know much success and enjoyment can be found without that much effort, especially if you do not have the time required to adequately train a kit to droppers, lights, etc. Thanks Jim for sharing the letter.

Got an interesting letter from Jeffrey Lee Frost, Fremont, Ohio. I really do not envy your experience at the Canadian border inspection station, Jeff. Jeff also included a copy of a letter from Ernest W. Limbacher, Sr., 2615 40th St., Bellingham, Wash., 98225. Seems that Ernest is in the market for some proven long, high flyers and bluntly says that he wants no duffers. He has been burnt a few times and at 79 years of age will not like getting stung again. Anyone out there able to help him out? If so, give him a line as to what you have available.

Got a note from Helmut Lemke, 23 Edmund Rd., Kitchener, Ont., Canada, N2H 4K3, he too has had a good season breeding the late Bob Ball's birds and has a number of quality Tipplers available. I saw some of Ball's birds over at Bob Prisco's and they were sharp looking pigeons. Helmut also included his dues renewal and a band order for next year. Hint--HINT. Today is not too soon for you to do the same.

Our first Fall Series Fly saw Steve Bliszcz again being first and last, being the only competitor and clocking his youngsters with a 3:34 to take the Official System. Tim Kvidera's old hens paced the Honor System with a 7:43 on a windless day. Poirier and Hoffman with two youngsters and a yearling were close with a 7:05. Newcomer to the competitive ranks, Doy Payne, turned in a credible 6:06. Jim Smith's youngsters went 5:24 and Perc Hagan filled out the top five with an even five hours. Howie Johnson put up eight birds (a disqualification- kit to be 3-7 birds except in the stock fly where a minimum of eight are required) that whet a couple hours, dropped and then took off for another four hours (another disqualification). Bill Conboy had nothing to start due to overfly losses.

FLY RESULTS

Any Age
Sept. 25th & 26th

Official System

FLYER	BAND NOS.	TIME FLOWN	TIMER
Stephen Bliszcz	FTA-76-176,181,189	3:34	Keith Prout

Honor System

Tim Kvidera	FTA-74-256,265,266	7:43	Self TROPHY
Poirier & Hoffman	FTA-75-1240--'76-152,154	7:05	Self
Doy Payne	FTA-76-1712,1710,1704,1732,1740	6:06	Self
Jim Smith	APC-76-533,537,549	5:24	Self
Perc Hagan	FTA-76-2051,2052,2059,2066,2067	5:00	Self
Howie Johnson	FTA-76-572,573,552,566,567,568,	Disq.	Self
Bill Conboy--No Start	569,560		

Just purchased paper and stencils, enough for most of the upcoming year. This leaves us with a current treasury balance of \$125.49. Cost of bands from our supplier has gone up about 10% but I think that we, the FTA, can absorb this and keep the price of next years bands the same, that is \$2.00 per each 25 bands.

It is now time to start thinking about officers for the next two years. Our biannual election are due soon. We must get the ball rolling. Enclosed is a nomination form on which all you senior members are requested to submit the names of your fellow members that you consider would be qualified as leaders of our organization. Please nominate one individual for each office as well as five individuals for the board of directors. In the next bulletin I will publish a list of the nominations. At that time those nominated are requested to reply as to whether or not they accept the nomination. Those that do not respond accepting the nomination will not be included on the subsequent election ballot. If you do not have enough interest in the club to respond to a nomination it is doubtful that you will show much more interest in the running of the club. We cannot afford having such individuals "running" our organization. We need concerned individuals guiding the FTA.

The election ballots will be sent out with the December bulletin to be returned immediately thereafter with the final results carried in the next bulletin, January.

Remember that to be eligible to hold office any nominee must have been an FTA member the year prior to his election. Check your membership lists and updates only those individuals will be able to be elected.

As an affiliate club of the National Pigeon Association, NPA, we are allowed to submit the name of one of our members to the NPA to receive their Outstanding Service Award Certificate. This year they want nominees in November rather than in January of the past so also on the below nomination ballot please include your choice for NPA Outstanding Service Award. As we do not have time to compile nominations and then vote for our final candidate that member who receives a majority vote on the below ballot will be submitted to the NPA as our FTA representative for the award.

Please complete the following nomination ballot, detach and send immediately to:

Tim Kvidera
13610 Johnson St. N. E.
Anoka, Mn. 55303

I nominate the following to FTA positions of one each:

PRESIDENT _____

EASTERN V.P. _____

WESTERN V.P. _____

SEC/TREAS _____

PUBLICITY DIRECTOR _____

NPA OUTSTANDING SERVICE AWARD _____

Five nominees please for BOARD OF DIRECTORS

1. _____
2. _____
3. _____
4. _____
5. _____

Got a nice letter from Stanley Ogozalek of Union City, N.J. Sounds like I should have looked him up while Clarence and I were having such a time at the Newark airport. Stan works there in a Police capacity. For all I know he was the one who told me that I couldn't park where I was while waiting for Clarence to find me in front of terminal "A". Stan has been having a tremendous fly season and the last I heard was leading in the ATU aggregate. Have not heard yet whether or not Stan won once the final results were in. At any rate Stan congratulations on a nice fly season with many times better than ten hours. Most of what Stan flies are birds of Harry Hunt's strain out of Toronto, Canada. He has lately added some of Bob Frisco's English imports. Stan has had the unfortunate experience of having someone break into one of his lofts lately and make off with many of his better cocks. Then he had the mixed fortune of having two of these return, but during an ATU fly in which his kit had flown just under ten hours.

Another interesting letter comes from Perc Hagan. He has just returned from a two week trip to Great Britian visiting many of the top Tippler breeders over there. Perc and wife were quests of NTU secretary, John Cullen and family. Here is some of what Perc had to say--

"Oct. 30 we got back from England where my wife and I spent 14 days. John and I are close friends and it was just great being able to be with him and his wife again. I feel like a VIP, he arranged for his and his wife's vacation for the first week that we were there, how nice. The four of us drove to Wales to spend a day with our mutual friends, Mr. and Mrs. Josh Davies. I had been there before and written back and forth, so it was a delight to be with them again for a precious few hours. The Thursday before leaving John arranged a dinner meeting with John and his lovely wife, Carroll, his daughter and husband, Pete Bartholomew and Wilf Jobbins and their wives. These people were really special as the last shipment of birds I received, Oct 1974, contained a gift of beautiful reds from Pete's stock. Pete took most of the awards this year. Pete also sent a black mottle cock, Josh Davies sent a black mottle hen to make a pair of breeders. Wilf Jobbins sent two pair of white prints and John two pair of badges. If there is anything that would resemble the beauty of Maccelsfield birds flying it would be these prints, of course the Macs originals are long gone. Each loft seems to have distinct features of their own. I love them all and treasure the birds and the spirit that they were presented. Last year I lost all of my youngsters one way or another in overflights, going too high. I just did not know how to cope with the spirit and strength or stamina of these youngsters. This year with some help I have settled approximately 30 youngsters flying 5 to 8 hours and hope to be able to enjoy some flying soon. Another problem I have living in the area of mountains is hawks. I find flying not over 3 at a time they cannot be caught in a complacent situation as with a flock situation. John Cullen's badges took most of the honors last year so if I don't fly it's not the bird's it's me as usual. I was presented with a NTU card and paid membership for the upcoming year. I feel like a Wheel sho-nuf."

Perc also volunteered to sponsor a junior member in the FTA if Tom Rood has someone in mind who would appreciate it. I will write Tom and fill him in on Perc's offer.

Band orders are starting to trickle in. Band price will remain the same as last year-sold in groups of twenty-five (25) at a cost of \$2.00 per 25 bands. This year the futurity band sales did not do very well but I think we ought to try it another year. These futurity bands are available at the cost of \$1.00 each. Futurity banded birds are then eligible in the futurity fly. Here the Futurity banded kit with the best time wins one half of the futurity fund, balance reverts to the treasury as a fund raiser.

Art Bruce writes that he has received good response through his ad in our bulletin and along with his dues renewal and band order he sent a nice donation to the club. Thanks a lot Art your thoughtfulness is appreciated.

580.

Our fly season has now come to an end. We had pretty good close competition in the Honor System throughout the year. Hopefully we will have a renewal interest in the Official System next year. While out in Jersey last month it sounds like the Philadelphia area guys are thinking about competing with us next year. We would most assuredly appreciate this added participation.

In our second fall fly we had Steve Bliszcz putting up a kit of three youngsters for a nice 11:05. Jim Smith topped that while leading the honor system with a super 11:50. Not much more light than that then, right Jim? Tim Kvidera got another nice effort out of his old hens with 10:38.

The last regular fly saw another superior performance by Steve Bliszcz's youngsters. They clocked in with a 10:30. Gene Poirier came on to win the Honor System with a 9:57. Last years Official System Aggregate winner, Ed Buraczewski, was a close second with a 9:46 to pace the seven competitors.

The stock fly that closed off the fly competitions saw Doy Payne of Baltimore go with his "dirty dozen", as he calls them, for a nice 8:08. A real good tie for a kit of twelve birds. Doy's kit was a mixture of sexes and age with 7 yearlings and five youngsters. Howie Johnson and Tim Kvidera also fielded kits for 2:10 and 1:23 respectively.

I hope to be able to get the diplomas out to the deserving flyers pretty soon. Winnings money checks to go out as the treasury will allow.

FLY RESULTS

ANY AGE

Oct. 9 & 10

Official System FLYER	BAND NOS.	TIME FLOWN	TIMER
Stephen Bliszcz	FTA-76-176,181,189	11:05	Keith Prout TROPHY, DIPLOMA

HONOR SYSTEM

			TROPHY & DIPLOMA
Jim Smith	APC-76-533,537,549	11:50	Self
Tim Kvidera	FTA-74-256,265,266	10:38	Self
Gene Poirier	FTA-75-1240,1203,1204	7:14	Self
Howard Johnson	FTA-76-553,560,567	3:05	Self
Bill Conboy -- No start			

Oct. 23, 24

OFFICIAL SYSTEM

Steve Bliszcz	FTA-76-176,181,189	10:30	Joe Chenkus TROPHY, DIPLOMA

HONOR SYSTEM

			TROPHY & DIPLOMA
Gene Poirier	FTA-75-1240, FTA-76-152,154	9:57	Self
Ed Buraczewski	ATU-74-13,35,36, ATU-75-130	9:46	Self
Tim Kvidera	FTA-74-256,265,266	7:30	Self
Jim Smith	APC-76-533,537,549	3:12	Self
Howard Johnson	FTA-76-552,553,554	1:35	Self
Frank Witkowski	FTA-76-587,588,589,592,593,594	:31	Self
Bill Conboy -- No start			

Nov. 6, 7 Stock Fly

HONOR SYSTEM

FLYER	BAND NOS.	TIME FLOWN	TIMER
Doy Payne	4v-984,976,983,991,973 NPA-2762,2764	8:08	Self TROPHY & DIPLOMA
Howard Johnson	FTA-1712,1704,1705,1740,1737 FEA-76-552,553,444,560,566,567 568,569	2:10	Self
Tim Kvidera	FTA-76-602,619,624,627,642,645 651,603,626	1:23	Self

Got a letter from Jim Smith a few weeks ago. He said he was glad that the election (USA) was almost over - he's sick and tired of politicians. Well our country's bicentennial election is over with but our FTA election is just over the horizon. I have received what I think is a very good ~~XXXX~~ slate of nominees. They are as follows:

President

Robert Funk
Rich Seabridge
Perc Hagan
Tim Kvidera

E.V.P.

Robert Rotschi
Stephen Bliszcz
Bob Prisco
Ed Young

W.V.P

Jack Ehli *
Joe Kelley
Gene Poirier
Christopher Mills

SEC/TREAS

Tim Kvidera

BOARD OF DIRECTORS

Ed Young
Bill Conboy
Ed Hernandez
Bob Rotschi
Tim Kvidera
Howard Johnson
Perc Hagan
Doy Payne
Gene Poirier
Mark Ruis
*John B. Taylor
Jim Garney
Christopher Mills
J. Hoffman
Dave Bortell
*Earl Grollman
Ed Buraczewski
Jim Smith
Stan Ogozalek
Rich Seabridge

Bill Newbold
Arthur Bruce

*These individuals are not currently paid up members of the FTA.

There you are gentlemen your fellow members think that you are worthy of and capable enough to run our organization. Now it is up to you to show that they are right. Only those nominees that show enough interest to accept their nominations, by notifying me, will be included on next month's election ballot. If you don't show enough interest to signify a desire to run for your nominated office it would be hard to assume that you would show much more interest in functioning in that office. Those interested let me know as soon as possible. ADDRESS

Tim Kvidera
13610 Johnson St. N. E.
Anoka, Mn. 55303

With the returned nomination ballots you overwhelmingly voted me as the recipient of the NPA Outstanding Service Award. For that I thank you. The other member to receive votes was our very capable Central Timer, Bob Prisco. Bob has done a great job and really has put out some super, in depth fly reports to the contestants. For your efforts Bob we all Heartily thank-you.

58-2

Apparently a gremlin got into the typewriter last month (you have probably noticed that he is still there) when John Smith's address was listed. The correct one along with that of our most recent new member is below. Tom is the one fortunate enough to have gotten Nasser's entire loft of birds. Also Tom Henchy lives on El Camino de la Luz.

John Smith, 8800 F Torresdale Ave., Philadelphia, Pa. 19136
Thomas Butler, P.O. Box 119, Cedar Glen Ranch, Limestone, Ark. 72646 ph. 428-5257

As mentioned in a past bulletin we also will be voting on whether or not to honor our long time member, Pat Organ with a Life Membership in the FTA. Pat has just recently had his 82nd birthday and submits the following about himself;

I was born in Ireland in the county of Lipperry. My family lived $1\frac{1}{2}$ miles from Lower Clonmel. The day I was able to be on my feet I was after pigeons. My dad always had them, he had them only for pleasure as we had a farm and it's hard to single birds out. I do know the pigeons loved my dad, they would be all over him whenever he went outside.

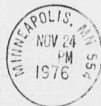
Anyway I grew up, went to war, WWI, got gassed and wounded, came back in bad shape. I took the pigeons in hand and enjoyed them. After some years I was able to come to the good old USA. My first birds were Homers. In my first race I got 1st and 2nd in a 100 mile event. For years I had them until I met Bob Kennedy, then I got Tiplers and for about 30 years I had them but I could not train them properly as I could not look up to the sky to watch them. I joined the FTA with headquarters in Baltimore, Md. and I am a paid up member as of this date. I can tell you when they broke up the FTA in Baltimore we felt bad. I would say there were about 6 or 8 of us at the time. Bob and I kept the name of the club and we got going again. We held a lawn show and it really got us on our feet again. Bob and I did all the work as no one seemed to be interested. Bob's dad, RIP, stayed home from work. He and I took everything away on a truck that he had and put it in my garage. Then the Jersey men and ourselves got together and renamed the club with a charter to the American Tippler Union, Inc.

I will say no more only that there is no one as good and loyal to the Tippler as Bob Kennedy. He is a very independant man and knows what he is talking about. Another man, Micky Conticchio, is also one of the finest, honest Tipplermen.

Thanks and best wishes to you Pat. That was an interesting letter.

I hope to get the bulletin with the ballots out before Christmas but if not Lynn and I now would like to be sure to wish all of you a happy and healthy holiday season.

Tim Kvidera
13610 Johnson St NE
Anoka, Minn 55303



FIRST
CLASS
MAIL

Frank O'Neil

RR #1

Oldcastle, Ont

Canada

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I regret to inform you that our Tippler fancier ranks have again been thinned by one. . Former long time FTA member and knowledgeable Tippler man Svend Hansen passed away on Nov 19, 1976. Our sincerest condolences go to his family and friends.

Band orders are starting to come in with some regularity and along with them many have sent additional donations to the treasury. This is greatly appreciated. Thanks go out to Ron Rice, Helmut Lemke, Art Bruce and Sylvester Townsend. Hope that I did not miss anyone, if so my apologies. The winner of our recently reinstituted stock fly, Doy Payne, has graciously refused his winnings check and donated it back to the club. Thanks, Doy. Remember, bands are \$2.00 for each group of twenty-five (25) and will be mailed out around the 10th of January.

Just as I mailed last months bulletin I got a letter from Bob Funk saying that the local kids broke in again and took many birds. No sooner than he wrote that and three days later they returned and almost wiped Bob out. Bob is almost at his wit's end trying to come up with a way to protect his hobby. Hope that you can come up with something Bob.

Tom Rood of the United Junior Pigeon Club wrote thanking us for Perc Hagan's offer to sponsor one of their junior members in the FTA. The UJPC will also sponsor one of their members as the FTA was one of the first clubs to respond to their "Open Letter". In an upcoming UJPC bulletin Tom will be asking interested juniors to contact him.

Lynn and I have been receiving a number of Christmas cards from you members. For those we thank you. I am sure that you can understand that we cannot respond individually to all of them although all are definately appreciated. Please accept this as our wish to all of you for a happy holidays and a healthy and prosperous New Year. As my business trip out East took longer than I had hoped our wishes will probably have to include a belated Merry Christmas.

As many of you know I was able to make it to the December meeting of the ATU while out on a business trip. It was an extreme pleasure to get a chance to meet you gentlemen after corresponding with and hearing about you for quite a while. As I want to keep this bulletin short enough to at least get it in the mail before Christmas I will not go too deeply into the trip until next bulletin. But for the present let me say that I saw many quality birds in the lofts of Ogozalek, Frey, Buraczewski, Conboy and Ratel. As there are not enough hours in the day some lofts were missed this trip that I had looked forward to seeing. But there is always next time. A special thanks to the Ogozalek's and Buraczewski's who went considerably out of their way to make me feel welcome. No offence Clarence, but Stan knows his way around Newark Airport much better than you or I. No blind leading the blind this trip.

Got a nice letter from Mark Ruis and an artical from Stan Ogozalek. These will both be used in a future bulletin.

Robert Poplin of Mount Airy, N.C. has recently moved to a location where keeping pigeons is not permitted. Sorry to loose you, Bob. Hope that your memories of the hobby are pleasant.

Stephen Bliszcw writes that he has a kit box for sale. It is four feet square and two feet deep with individual compartments for fifteen (15) birds. It is in excellent condition and Steve is asking \$65.00. If interested contact Stephen Bliszcw at 31 Willow Rd., Bordentown, N.J. 08505 or call (609) 298-5743

Got word from our Central Timer, Bob Prisco, that he would prefer not to continue in that position if at all possible. If any of you are interested I'd appreciate hearing from you. What the job entails is the receipt of fly entry fees, sending out of timers report forms to entrants, compilation of completed timers reports after the fly and notification of the fly results to all the entrants soon after the fly. If you have access to duplicating equipment doing up the fly reports is easier and allows you to include much more relative information. Bob through use of such equipment was able to make the fly reports very informative and interesting as any

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of you that flew would know. Anyone out there interested in taking up this challenge? Let me know if you are.

From the list of nominations included in last months bulletin we have come up with a good slate of candidates that are willing to accept the responsibilities of their prospective offices. I would like to thank all those that responded, they are listed below as the candidates on the ballot. I would also like to thank those that were courteous enough to respond even though they wished to decline nominations to one or more positions. These include - Bob Frisco, Ed Young, Mark Ruis, Bill Conboy and Jim Smith. Thank you gentlemen for the thoughtful gesture. Ballots are below, please all of you take the few minutes to express your choice and have a voice in who shall direct the FTA for the next two years.

Due to an error of omission in last months bulletin we failed to publish the nominees for Publicity Director. Those individuals have since been notified but only our current publicity man, Bob Funk, wished to run for this position.

Again we would like to wish all you and yours a happy and healthy holiday season.

Best Wishes

Tim & Lynn

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902 57
902 57

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Tim Kvidera
13610 Johnson St. NE
Anoka, Minn 55303

751 74
747 57
747 57

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Frank O'Neil
RR #1
Oldcastle, Ont
Canada

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FIRST
CLASS
MAIL

747 57

As mentioned in last months bulletin I was able to make it out to the December meeting of the American Tippler Union. The following is an article that I have submitted to the APJ for publication.

I had the good fortune of being able to attend the December meeting of the American Tippler Union. Here I was able to meet the living legend of American Tipplerdom, Bob Kennedy, along with twenty or so other active Tippler fanciers of the New York area. I also was able to handle some quality birds from a few of the area lofts during the Sunday after the meeting.

I flew into Newark where I was met by Stanley Ogozalek and wife, Anna, with their cute two week old daughter. After a hurried but good meal we along with Al McCluggage were off to Merrick, Long Island to the home of Lou Wolfe where the members of the ATU often hold their meetings. After being warmly welcomed by the group we progressed to serious as well as hyperbolous pigeon talk. I mean when someone tells me that he knows a guy with Homers so smart that even when he sells eggs the resultant young birds home to his loft rather than to where they have hatched you know that it is time to get the overshoes out.

As my memory is such that I would slight many if I attempted to name all those that I met at the meeting no such attempt will be made, but it was truly an enjoyable evening. The high point was the trophy presentations to the winners of the 1976 ATU fly season. Some very impressive awards were handed out including one close to four feet tall presented to Howard Carlson for his new ATU Young Bird Record fly of 13:47. Congratulations Howard. Besides interesting discussions with Lou Wolfe, Bob Kennedy and Mickey Conticchio I had an enjoyable time talking color genetics with Joe Suler.

Most of the next morning was spent handling some very nice birds in the lofts of Stanley Ogozalek and Jim Frey. Stan was fortunate enough to capture the ATU Aggregate Award this past year. He flies mostly Hunt strain birds but also has some very nice looking ones out of Bob Prisco's imports as well as a few Maccelsfields. Jim Frey has some nice looking yellows as well as something that I had never seen before-- ash red Flying Tipplers, in both bars and checks. If memory serves me right Joe Suler may have mentioned that he had some too. We then stopped in at Lou's Pigeon Exchange for a while. We have nothing like these here in Minnesota so I wanted to see what they were like.

After another nice meal at the Ogozalek's it was off to blindly follow the directions that I had been given to Holbrook, Long Island and the Buraczewski's, Ed and Rosine. At Ed's I handled some very nice specimens of his Schefffield, Hughes and Lovatt strains. After a few quick photos we were off to Bill Conboy's in Patchogue and then to Frank Ratel's in Bayport. Both these gentlemen have Lovatts, Bill in mostly reds and Frank in blacks. As it was then getting dark we stopped our loft hopping at Frank's and relaxed a while with coffee and cake (his daughter's birthday cake). Frank jokingly claimed to have baked it and just stored it in the Sara Lee box.

After leaving Frank's Ed, Bill and I searched in vain to find some place to buy Maple peas as I cannot find them in Minnesota. But then six o'clock on a Sunday evening is not the best time to start looking.

From there Ed and I returned to Holbrook for a nice meal and an evening of unanswered phone calls. We attempted to reach Bob Kennedy, Don Zink and Joe Manaseri to invite ourselves over, but alas none were home. I really would have enjoyed seeing these lofts but I guess one has to leave some things to do in a future trip. After a pleasant evening with the Buraczewski's I was again off blindly following their directions for my uneventful two and a half hour trip to Lakehurst, N.J. and a week of work before heading home. At the airport I saw Stan again and got to see the photos that he had taken at the ATU meeting (airlines had temporarily lost my luggage and camera). Hopefully Mr. Hollmann can publish some of those enclosed.

I would like to sincerely thank all those that did so much to make me feel at home and say that I truly enjoyed the opportunity to meet so many of you Eastern gentlemen, those mentioned above as well as the many that I have not. Thanks, Best Wishes and Keep 'em Flying.

Since that trip I was out that way again. This time I stopped by way of Dick Seabridge's for an evening with Dick and Pete Talevi. Dick was a very successful Racing Homer flyer before getting into Tipplers, Pete has both so much of the talk was about Homers as well. Dick has a nice loft of Lovatts. The only disappointing thing about the day was although it was "Super Sunday" my Vikings looked any thing but super. By the way thanks to Stabler, et al our FTA treasury is \$6.00 larger. Charles Winter donated \$3.00 and due to Minnesota's loss I matched his donation.

I was also able to make it over to Bob Prisco's for an evening. Bob and I ran up to Steve Bliszcz's to look at his Lovatts for an hour or so. Steve showed me a full page spread that the local newspaper did on him and his Tipplers. Some very nice publicity for us as well as pigeons in general. Thanks people for making another business trip much more enjoyable.

Got a letter from Dennis Radi, 1032 Prospect Ave., Windom, Minn. 56106. Sounds like he had a good breeding season with his Lovatts and consequently has two or three pair to sell.

A very quick response to my request in last months bulletin came from Steve C. Consolino. Steve has volunteered to take over the job of FTA Central Timer. Thanks Steve I am sure that you will find it an interesting task, and am sure that you will do a good job.

Tom Rood of the United Junior Pigeon Club has submitted one of his members to take Perc Hagan up on his generous offer to sponsor a junior member in the FTA. This new junior member is Dean Watase from Hawaii. We would like to welcome Dean as well as the many new members that we have received since the last time that I published them, November I think. These new members are;

Sylvester Townsend - 1117 Kerlin St., Chester, Pa. 19013
Noel Orr - 12 Powderhorn Lane, Route 1, Newton Square, Pa. 19073
Ronald C. Martin - Route 4, Martin Road, Cartersville, Georgia 30120
Jerry Cash - 2426 N. Harrison, Shawnee, Okla. 74801
Mike Weber - 417 3rd Ave. SW, Jamestown, N. Dak. 58401 (Jounior)
Frank Ratel - 100 Stephan Rd., Bayport, N.Y. 11705
George Davis - 1719 W. North Ave., Baltimore, Md. 21217
Al Muller - 3400 Arizona Ave., Kenner, La. 70062
Robert Smith - 5370 SW 170th Ave., Beaverton, Ore. 97005
I. M. Turton - 32 Saturn Ave., Harbour View, Kingston 17, Jamaica, West Indies
Udo Begert - RR#1, Ayr, Ontario, Canada NOB 1E0
John L. Marino - 256 Haviland Dr., Patterson, N.Y. 12563
Dean Watase - P.O. Box 31 Kane Rd., Hanapepe, Kauai, Hawaii 96716 (Junior)

Isley Turton is the author of the interesting article that recently appeared in the APJ concerning his trip to Great Britian. Due to a bookkeeping error he was mistakenly dropped from the FTA membership roles last year. I am truly sorry Isley that this error occurred.

I have gotten a couple letters lately from Paul G. Miller, 317 North Clarence Street, Fort Atkinson, Wisc. 53538. Paul is on a committee of the American Pigeon Fanciers Council that is looking into getting something going nationwide looking out for the good of the pigeon fancy as far as promoting birds, dealing with governmental problems, etc. I will have more on this in the next bulletin.

As mentioned in last months bulletin Stanley Ogozalek gave me an article that he had written some time ago concerning the accomplishments of one of our members, Harry Hunt. Stan had sent it previously to be published in the APJ, but it has not gotten ink there.

A Fellow Tipplerman By Stanley Ogozalek

This is a short article about a fellow Tipplerman from Canada, Mr. Harry Hunt. He flew competitively during the period when Canada was at its best. In that period, flying 14, 15 and 16 hours was not uncommon, yet to reach record performance one had to fly 16 and 17 hours to achieve it. While Mr. Hunt did not set new records, he had many outstanding performances going against such men as Ed Robinson, the Dawson Brothers, Tony Coomile, Bill Adams, Scotty Thomas, Jerry Mullins, Wilf Leclair, Billy Richardson, Nelson Balmer, Frank Cochrane and E.R. Ball.

To Tippler Sport's misfortune, the CNTA is no longer active, but Mr. Hunt is still active with Tipplers and is a member of our FTA.

Harry got interested in Tipplers in 1933-34. He received most of his know-how in Tippler training from a man called Sam Lauria, who was a good flyer during his time. Mr. Hunt often went to Sam's loft on a race day to time for him.

He was a member of the Dominion Tippler Union, the Canadian Flying Tippler Society, the Canadian National Tippler Association.

In 1948, he started with Tipplers at a new location. He was then able to devote more time to his Tipplers. He got his birds from a few different flyers but these birds were all the Sam Lauria strain.

In 1970, he flew a kit of young birds over 16 hours but could not get them down. He says that he would rather fly young birds for the simple reason that it was more of a challenge to train them. He once flew a kit of young birds over thirteen hours that were still squeakers!

Mr. Hunt uses his garage as his loft. It was converted neatly into three sections, old cocks, old hens and the separate section for the kit birds. He keeps ten pair of Tipplers which vary in color and also a few pair of Fantails. There is also another section in the garage where he stores his feed and on the walls you can see his flying diplomas. After looking at them carefully, I was amazed at how consistent the man was!

DAY	RACE	TIME	NUMBER OF BIRDS	PLACEMENT
5-4-52	2nd O.B.	14:45	3	1st
6-1-52	4th O.B.	15:18	3	1st
8-9-53	Young Bird Cup Race	10:21	4	1st
8-23-53	Kelley Cup	11:12	3	1st
6-26-55	First Young Bird	14:57	11	2nd
7-10-55	Nomination	11:01	9	1st
7-24-55	3rd Y.B.	14:36	5	1st
9-11-55	6th Y.B.	12:40	10	2nd
6-3-56	4th O.B.	15:40	3	3rd
9-2-56	6th Y.B.	12:45	3	1st
9-30-56	Stock	9:45	10	3rd
6-2-57	4th O.B.	15:45	3	2nd
7-6-58	2nd Y.B.	14:02	3	1st
6-24-62	1st Y.B.	15:03	8	1st
6-25-67	1st Y.B.	15:10	3	
4-70	1st O.B.	13:10	4	1st

At the present time Mr. Hunt is not flying competitively due to a lack of competition in Toronto. He maintains his strain and has hopes of competing against other members of the FTA in the future when he retires.

Thanks Stan for a very informative article. Congratulations Harry on a commendable record with your birds. Hope you can soon join in the FTA flying competitions.

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Financially we are in much better shape this year than last at this time. We currently have no outstanding bills that grow of and have a number of long time members that have as yet not renewed their membership. So with their anticipated renewals and resultant income we should be in very good shape moneywise. Below is the financial report for 1976

1976 FTA Financial Report

Balance on hand Jan 1, 1976 \$12.18

INCOME		EXPENSES	
Dues and Donations	\$439.94	Fly Winnings (remainder 1975)	\$ 51.35
Band Sales	202.00	Fly Winnings (1976 Season)	149.05
Fly Entry Fees	106.50	Postage	147.17
Total 1976 Income	\$748.44	Central Timer Expense	26.00
		Printing of Const. & Fly Rules	29.12
		Bands (3000 for 1977)	135.75
		Phone (Long Distance)	5.00
		NPA Affiliation Dues	5.00
		Classified Ad in APJ 1977	63.00
		Office Supplies	59.02
		Total Expenses for 1976	\$670.46

Balance on hand Jan 1, 1977 \$90.16

With dues and band orders that have come in since the first we now have a treasury balance of \$252.16.

Last month I got a nice introductory letter from Mark Ruis, San Diego, Cal. In keeping with my desire to introduce us all to each other through this bulletin since we are spread out too far apart to meet often in person I will include portions of Mark's letter. Here is Mark Ruis--

Having raised pigeons on and off for the last 20 years, only lately have I been able to devote more of my time to the breed. Like most fanciers I started out with Racers and Rollers but through a local club I got to know an older Tippler man from the New York area. He has a fine line of show Tipplers- Bob Hersey.

Doing a little research on the breed really got me going. Bob started me with a pair of bronzes, light and dark mottle prints, beautiful show quality. However their flying ability did not meet my expectations due to the tumbler cross. My flying time with this breed was minimal.

I sent away for Curley's book on Tipplers which furtuered my interest in obtaining a good flying line. After joining the FTA in late 1975 I looked forward to my monthly bulletin. I was amazed by the times flown back East, no comparison with times flown here that I know of. I was especially interested in the Maccelsfield strain because of their high flying ability and clean tight size. I could only judge by what I read and pictures in Curley's book.

In May, 1976 due to business in Boston, I was able to meet a few Tippler people on a planned route. First Tippler man I met was Charles Dvorak of Maryland. I bought a pair of birds he thought were of a good Canadian strain. He had a few Macs but did not want to set them loose.

Being pressed for time, I am sure that I missed a few breeders in the area. Knowing that New Jersey was Tippler country I stopped at Robert Prisco's home. I got to Bob's late in the evening and he was not home. His wife told me he was at the hospital and would be home later that night to show them. We saw them at night with a flashlight and the next morning he seemed to be pretty rushed. I shied away from his birds, still interested in the Macs. I now regret not buying a few pair from Bob. He told me about Svend Hansen who he thought would have the birds that I was looking for.

Meeting Mr. Hansen saved my whole trip. His birds were just what I was looking for. While I was there his birds were up, a kit of 20 birds- Lovatts, Macs, and Irisco strain, they flew a good 8 hours. I was amazed by their height. Being partial to the Macs I bought a pair and Svend gave me two youngsters, beautiful silver bars. Mr. Hansen talked me out of going to New York because most of the breeders flew Lovatts and at the time I was not interested in that strain. With Mr. Hansen's stock my trip was complete. (As I mentioned in last months bulletin unfortunately Svend Hansen passed away in Nov. T.K.)

I am anticipating good flying times from my new youngsters. I live near the ocean. San Diego weather of 68 thru 75 degrees should do good. I plan to enter some FTA flying competitions next season with Joe Kelley, another member. Hope to turn in some good times from out West.

Thanks Mark for an informative letter. Got another interesting introducing letter from Dale Peters of Ludington, Mich. This I will carry in the next bulletin. Many of you members have expressed interest in these introductions via the bulletin. The only way that I can keep it up is for thatmembers to cooperate. So folks keep those cards and letters coming.

As usual the FTA will sponsor a competitive fly season. The dates are listed below. In that light I think it would be in order to go through the proper procedure for competing in these FTA flies. Entry fee is \$1.50 per fly and is payable to the Central Timer at least one week in advance of the fly that you wish to compete in. This allows enough time for the Central Timer to send the Timers Report Forms to the contestants before the fly date. The flyer then completes the Report Form with all the required information and mails it to the Central Timer no later than the Monday following the fly, Tuesday if the Monday is a holiday. The Central Timer then compiles the Report Forms and issues the fly results to the competitors. The FTA has two flying systems, the Official where the flyer has a fellow FTA member or more time the kit as referee assuring that all rules are abided by, and the Honor System wherein the flyer is unable to obtain a timer that is a member is allowed to compete with others in the same situation. The awards for these two flying systems are equal but separate. Being a national club with members spread out in many cases hundreds of miles from fellow members an Honor System competition is essential to maximal participation in the flying aspect of our hobby. But this system is only as good as its competitors. When many have disqualified themselves after 10, 12 or more hours you have to think that the system is working. Hopefully it will continue to do so. Our fly schedule is set up as done traditionally, working from the weekend closest to the longest day, approximately June 21st.

1977 FTA FLY SCHEDULE

SPRING SERIES

Apr. 23&24 Old Birds
May 7&8 " "
May 21&22 " "

SUMMER SERIES

June 4&5 Young Birds
June 18&19 Long Day (Any Age)
July 2&3 Young Birds
(Futurity Fly too)

FALL SERIES

Sept. 24&25 Any Age
Oct. 8&9 " "
Oct. 22&23 " "
Nov. 5&6 Stock Fly

Remember the kit sizes for all but the stock fly are from three through seven birds. In the stock fly the kit must be at least eight (8) birds with an unlimited maximum number. In the last Young Bird fly birds do not have to be Futurity banded to compete but the kit that is that places the highest in each system wins the Futurity pot. In the past the FTA has paid half of the Futurity band sales back as the pot with the remaining half going to the club. With the club being in decent financial standing may be able to pay back more if not all the band receipts. Maybe this could stimulate more interest in the Futurity Fly. We will take this up right away with the new board and fill you in in future bulletins. Futurity bands are available through your FTA secretary at a cost of \$1.00 each. Put them on youngsters out of your most promising pairs, make a kit out of them and possibly win enough to at least dent your feed bill.

We have had a good response in our election of officers and have produced a very good slate. There was a very close contest between the presidential candidates with Dick

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Seabridge winning by the narrowest of margins. I would like to thank all the past officers for a job well done and welcome the newly elected ones. I am sure that you will live up to the expectations of those that elected you. I would also like to thank all those who ran for office but were not elected. You showed interest in the club when you accepted the nomination, I am sure that your interest is still there.

RESULTS OF FTA ELECTION

PRESIDENT Robert Funk 17
*Richard Seabridge 18

EASTERN VICE PRESIDENT
*Stephen Bliszcz 21
Robert Rotschi 14

WESTERN VICE PRESIDENT
*Joe Kelley 30

SEC/TREAS *Tim Kvidera 35

PUBLICITY DIRECTOR *Robert Funk 33

PAT ORGAN LIFE MEMBERSHIP YES 32 NO 2

BOARD OF DIRECTORS

Art Bruce 13
*Ed Buraczewski 30
*Bill Conboy 21
*Stanley Ogozalek 20
Doy Payne 11
*Robert Rotschi 23
**Richard Seabridge 22
*Jim Smith 19
Ed Young 16

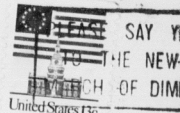
* Elected to office

** Mr. Seabridge resigned the board of directors position in favor of presidential office and as not to hold two positions on the board (executive)

Pat Organ has been voted a Life Membership in the FTA. Congratulations, Pat. Thank you to all those members that took the time to cast their ballots. Without the interest that you showed by participating in the election the club cannot function. If any of you have any thing that you would like to have the club address itself to please contact one of the above elected club officers, they are the ones that will be running the club for the next two years. In light of the above election results we must reassess our Local Club Representatives. Any Local Club that does not have one of its members serving as an elected officer of the FTA is allowed to appoint one of their members to serve on the FTA Executive Board as that Local Club's representative. Any clubs in that category please let me know who you wish to designate so that I can include them in FTA business dealings.

According to my records your FTA dues currently expire Jan 1977
If past due or about to expire please renew soon or this may be your last bulletin as we cannot carry you along indefinitely.

FLYING TIPPLER ASSO. OF AMERICA
Tim Kvidera, Sec.
13610 Johnson St. N.E.
Anoka, Minn. 55303



FIRST
CLASS
MAIL

Frank O'Neil
RR #1
Oldcastle, Ont
Canada NOR 1L0

Since the last bulletin I have received a number of letters from the newly elected FTA officers wishing to thank you members for expressing the confidence in them to have elected them to their respected positions. On behalf of all the officers I would like to thank all of you that took the time to express your opinion on who will be representing you in the functioning of the club. A sincere thanks to all those that were interested enough to accept the nominations and congratulations to those elected. If there is any thing that you members would like the club to address itself to please bring it to the attention of one of the board members.

As you may have noticed in the February issue of the American Pigeon Journal the 1978 National Pigeon Association's Grand National Show is going to be held in San Diego, Cal. Our Western Vice President, Joe Kelley, has offered to handle the arrangements to have a FTA meet in conjunction with this show, thanks Joe. Our constitution provides for the annual FTA meet and meeting to be held with the NPA show. The past few years due to lack of interest we have not held this meet. With this early start I am sure that we can get things going and have a good show. I know that it is very early to ask this but as the show secretary will like some estimate of how many Tiplers we may have in such a meet please drop me a line with a rough estimate of how many birds you might show next January in San Diego.

Pat Organ wishes to thank the members of the FTA for presenting him with the Life Membership, and expresses the desire to "live long enough to enjoy it". We all hope that you do too. Pat relates a couple experiences that he has had during his lifetime with pigeons. Apparently Pat's birds got very attached to their master. Pat met one of his pigeons, a Homer, 1220 miles from here (Long Island) in Florida, he recognised me, and followed me into the house. He was worse than a dog that you leave for a while. He did everything but stand on his head! Another time when Pat was sick in bed his birds used to come to his bedroom window and carry on like a bunch of kids, it was beautiful. I am sure it was Pat. Thanks for the stories.

As mentioned in last months bulletin the American Pigeon Fanciers Council has set up a committee to look into future organization of the pigeon hobby. The council passed a resolution asking that this committee look into bringing the leadership of various pigeon organizations for the purpose of discussing the establishment of a pigeon museum, a pigeon Hall of Fame, a pigeon library, and establishing a rallying point for the entire pigeon fancy. Another big issue would be dealing with the problem of government intervention in the pigeon fancy (ordinance problems, the Dingell Bill, etc.).

They would like to have a meeting of authorized representatives of interested clubs in conjunction with the APFC meeting in July. They would like this representative to have a reasonably clear idea of his club's current status, an expression of his club's major needs, the club's current plans (long and short range), an inventory of the club's resources (human, professional, skills), a clear report on the attitudes of the members toward the fancy, an expression of sentiment toward the APFC (further development, club's involvement etc.), some definition of the club's expectation from an "umbrella" type of national organization, any restrictions a club would have over participation in a national organization. The agenda, format and procedure for this meeting will depend on these club's input. They expect the outcome of this meeting to include the following; a clear expression of the needs of the fancy, with priorities, a concise determination of the current status of the fancy, an inventory of the resources of the fancy, and the determination of the attitudes of the fancy- this would include both special groups and some consensus of the fancy as a whole.

They ask that I pass this idea on to the membership and get some determination of our club's sentiment. They ask, "would you like to have a meeting of club representatives next July? Would some of your members act as authorized club representatives at this meeting? Is your club prepared to discuss further organization of the pigeon fancy? (Note I said Discuss, I am not expecting commitment). When your club decides please let me know what your sentiments are." This committee is chaired by Paul G. Miller, 317 North Clarence Street, Fort Atkinson, Wisconsin 53538

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Sounds like the APFC has quite a tall order to fill. Some united direction is definitely needed when dealing with the establishment. There is power in numbers. I am not sure if there is time, even if we wanted to, to come up with a club consensus on the questions that Paul has raised. But I think that would be in our best interest to at least keep up with they are doing. If you have any feelings on this contact one of the board members. Is anyone planning on going to the APFC gathering in July? If so could you keep an eye on what is going on for us first hand? If we, the board, get enough response we could at least send them a statement of the FTA's feelings on the matter.

Got a note from Perc Hagan. He is looking for a breeder of yellow Yorkshire canaries. He would also like to know if a national breeders organization exists, and if there is a source of a complete line of breeder's supplies, cages cups, etc. If anyone can help Perc out drop him a line at Box 101, Travelers Rest, S.C. 29690

As promised in last months bulletin this issue will introduce you to Dale E. Peters, of Ludington, Michigan. Here is what Dale has to say;

I am thirty-six years old, single, and own a motorcycle sales and repair shop, specializing in Harley-Davidson machines.

I started raising pure Macclesfield Tipplers in July of 1974. Got my start from the loft of Dave Bortell who raises some of the finest Tipplers that I have ever seen.

These birds are extremely high flyers, and I have four birds in my loft that have flown clear out of sight in $4\frac{1}{2}$ minutes, and have done this several times. One sunny day in December of 1975 I flew twelve birds, which was all that I had at that time, and the four birds mentioned above were the only ones that ever returned, three hens and one cock. I had great hopes of flying some of these birds in the 1976 competitive fly but after this happened the remaining four birds spent nearly the entire season in a breeding pen raising young. At the present time the count is twenty-six birds, and once again I have high hopes for the coming flying season.

Am working on a new trap-flypen combination and also a set of landing lights for the loft. Everything should be ready for some serious spring training.

I have shown several of these birds at various shows around Michigan, also Fremont, Ohio, and have won eight trophies and four rosettes, winning best Tippler in twelve out of sixteen shows. In two breeding seasons I have raised five trophy winners. This success is mainly due to the fact that I got started with some excellent quality birds.

I am looking forward to the upcoming flying season and hope to be able to put a couple nice kits in the air, come spring.

Best wishes for the coming season

Sincerely Dale E. Peters

Thanks Dale for the interesting introduction. Hope that you will be able to get those kits going and look forward to having you competing with us in the upcoming fly season.

I also got a nice letter from Bill Conboy which follows.....

When you were out here on your visit you told me that you would like some of the guys to write a little about themselves, so here goes.

I am 54 years old. I worked all my life on Ironwork. I started when I was 18, worked 10 years as a structural Ironworker, then after an accident I switched to Ornamental Ironwork for 20 years. Total of 30 years retired on union pension.

The past years, in retirement, I have devoted a lot of time to the Tipplers. I started with pigeons when I was 11 years old. My first bird was an injured bronze Tippler that I found.

Around 1936 I had the good fortune to meet Mr. George Wall. He was also a good friend of Fred Ehrback. Through George I met Fred. So at this young age I had birds of the Prud'Homme strain from George and also Ehrback's strain. Fred's birds proved to be tops in flying by getting the U.S. record. These birds gave me many years of pleasure. That is how I got started and I have had birds off and on since then, whenever it was possible for me to keep them where I was. Now I donate most of my time with them. I only raise and fly the Wilf Lovatt strain as they have shown me that they are the most consistent in flying ability. Besides flying ability they are nice looking Tipplers, compact, good feathers and an all around good bird.

I have cut down on the number of birds that I keep and find it more enjoyable because I know what each bird can do. I wish everyone a good year of flying

Sincerely, Bill Conboy

Thanks Bill for taking the few minutes to introduce yourself to the members of the FTA. Come on the rest of you guys how about following suit.

I regret to have to inform you that Mr. Wilf Lovatt has passed away. He died a month or so ago. Details are still sketchy. Perc Hagan is trying to get more detailed information and hopes to be able to pass this on in the future.

Another fellow Tipplerman has followed Mr. Lovatt to that great loft in the sky. Just as I was mailing last months bulletin out I got a call from Bob Funk. FTA member Joe Leghorn of Hialeah, Florida just passed away suddenly. To the families and friends of these two gentlemen we wish to extend our sincerest sympathies.

Since the last bulletin we have received the following new members. Welcome to the FTA gentlemen.

H.H. "Matt" Matthias- % New York Life, 2 Union Plaza, New London, Ct. 06320
Ray Waldron- 11552 S.E. Linwood, Milwaukie, Oregon 97222
Willard Zimmerman- 37 Forest Circle, Middletown, N.J. 07748
Bela Kiss- Box 65, East Falmouth, Mass. 02536
John Van Kuiken- 8118 13th Ave So., Minneapolis, Minn. 55420

Band sales have been very good this year. So good that it is probable that we will run out of them in the near future. Our fly rules require that any bird competing in a FTA young bird fly be banded with a FTA band. If all bands are sold out by say May 1st we may have to bend this rule a little. Futurity band sales are moving a little, so it looks like there may be a "pot of gold" for someone to try for.

As mentioned in last months bulletin we have a new Central Timer this year. He is Steve Consolino, Jr. He is the one to send your fly entry fees to at least a week before the fly that you wish to compete in. Please be sure to make your checks out to the FTA, NOT to Steve. This will make the transfer of funds easier. Here again is the 1977 fly schedule.

1977 FTA FLY SCHEDULE

SPRING SERIES

Apr 23&24 Old Birds
May 7&8 " "
May 21&22 " "

SUMMER SERIES

June 4&5 Young Birds
June 18&19 Long Day (Any Age)
July 2&3 Young Birds
(Futurity Fly Too)

FALL SERIES

Sept 24&25 Any Age
Oct 8&9 " "
Oct 22&23 " "
Nov 5&6 Stock Fly

Central Timer;
Steve Consolino, Jr.
P.O. Box 647
Watervliet, Michigan 49098

*** Maybe if some of you members have purchased more bands than you can use you could either donate or sell them back to the club so that others needing them will be able to get some.

The next bulletin will probably not come out until early April, in time to remind all of our competitive fly season. Until then best wishes and hope you all have a successful season both in the loft as well as in the air.

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Frank,

According to my records your FIA dues expired last month.
Please renew promptly or this will be your last bulletin.

Tim

Tim Kvidera
13610 Johnson St. N. E.
Anoka, Minn. 55303



FIRST CLASS MAIL

Frank O'Neil

RE #1

Oldcastle, Ont

Canada

NOR 120

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PIGEON REVIEW, Volume 3, Number 5, May 1980, "Tippler Issue"

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This generously-illustrated Tipler issue of PIGEON REVIEW was coordinated by Wayne Tomsic and Stanley Ogozalek. It contains dozens of articles about Flying Tiplers. The copy reproduced here was produced from an original copy in my collection.

FLY YOUR TIPPLERS.

YOU OWE IT TO THEM—
AND TO YOURSELF.

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Pigeon Review

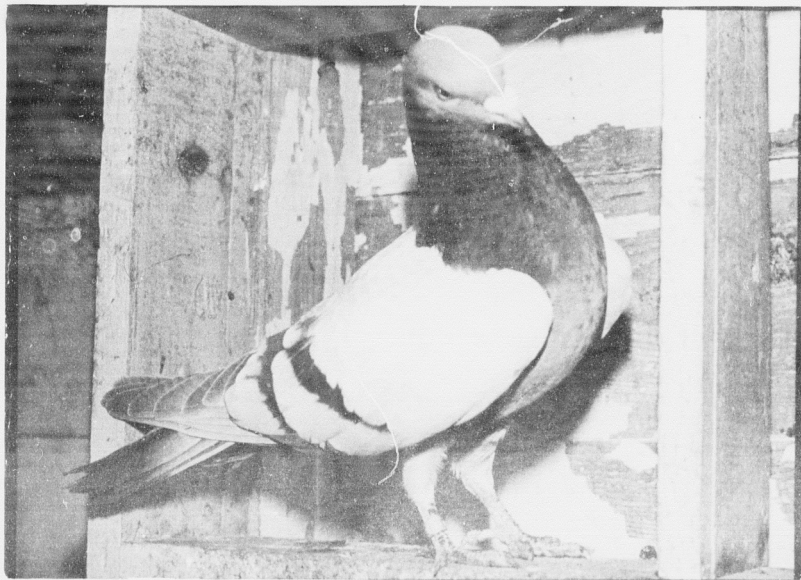
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TIPPLER ISSUE

S. Robert Powell

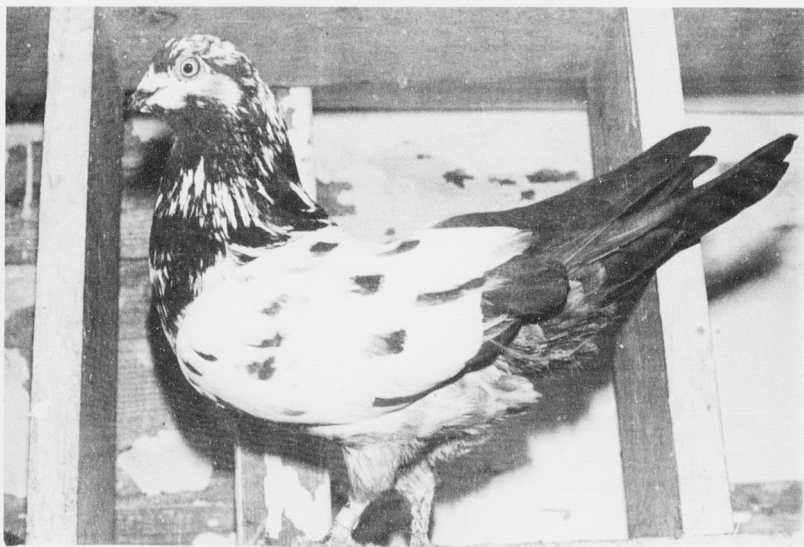
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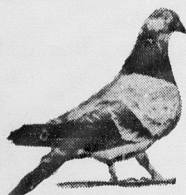
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American Tippler Union Inc.



Established for the
promotion of the
FLYING TIPPLER
in the competitive spirit

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Anyone desiring to contact any individual on this roster
please write to the club Secretary.

American Tippler Union Inc.

FLYING RULES

Refer to Constitution & By-Laws

Board of Directors—Central Timer—Article 4 Sections 5B, 5C, 8A and 8B.

Board of Directors—Timer—Article 4 Sections 9A thru 9I.

- RULE 1**
- Each Flyer to fly a MINIMUM of three (3) to a MAXIMUM of seven (7) Tipplers in Regular series of Flies.
 - Each Flyer to fly a MINIMUM of eight (8) to a MAXIMUM of twelve (12) Tipplers in Special Gang Flies.
 - Competition is not necessary in long time flies, but the Flyer shall inform the PRESIDENT of his intentions, a MINIMUM of FIVE (5) days prior to the fly. The PRESIDENT may then, at his discretion, assign one or more TIMERS to the FLYER.
 - Each FLYER and TIMER must see that the Correct starting time is entered on the time sheet.
 - BAND NUMBERS of competing birds is to be noted on the time sheet by the TIMER before birds are released.
 - ALL competing birds must be banded with reputable size "A" bands with the year and number thereon.
 - In YOUNG BIRD contests, any Flyer found flying with STRETCHED or TAMPERED bands shall be disqualified.
 - Flyer will inform Timer of intended STARTING TIME.
 - Flyer may release any time to 8:00 AM, however, his TIMER must on hand to check birds out and in.
 - Timer is to have access to any place he may be appointed to watch. TIMER must time from a spot where he can see the Flyer's loft and yard.
 - Timer must stay until all birds are in loft and must ascertain, by means of band numbers, that they are the same birds which were released at the start of the fly. Timer shall then complete and sign the Time Sheet.
 - The KIT longest on the wing is to be the winner, providing NO OBJECTION (s) is laid against them and they fly to the Rules as set forth.
 - Any Flyer, who wishes to release his birds more than one half (1/2) hour PRIOR to sunrise as published in the "DAILY NEWS", is required to inform the PRESIDENT of his intentions, a MINIMUM of FIVE (5) days in ADVANCE of the fly.
 - NO GADGETS or WHISTLES are to be attached to the birds in the flying contest.
 - Any Flyer, who intends to attempt a RECORD FLY, must have TWO (2) Timers, appointed by the President, on hand to witness the fly.
 - Any Flyer, who does fly a RECORD FLY on a Regular scheduled fly and does not have TWO (2) Timers appointed by the President on hand, the Flyer will receive credit for the fly, but it will not be considered a Record Fly, unless the Fly is accepted by open vote of the membership, by three quarters (3/4) of membership present at the Club meeting.
 - All Scheduled flies to count on the AGGREGATE TIME.
 - If a Flyer leaves his premises, yard, rooftop, etc. for more than FIVE (5) Minutes, it will be noted on the Time Sheet.

RULE 2 a. Birds must be released within Flyer's Boundary.

- Birds boundary is 100 (ONE HUNDRED) feet radius from the CENTER of the loft.
- Any bird settling within the Flyer's Boundary and at Flyer's starting time, FIVE (5) minutes from starting time shall be allowed owner (Flyer) to get it on the wing again should he fail to do so in time limit, he shall be disqualified.
- The Flyer may catch ANY bird actually roosting in his boundary.
- Birds dropping outside of Flyer's boundary, time is to be taken and Flyer disqualified.
- Any pigeon other than a TIPPLER may be used as a Dropper.

g. Any bird or birds returning to Flyer's loft during FLY DAY, time is to be taken and Flyer disqualified.

h. In Young Birds series, only Youngsters banded with A.T.U. bands are eligible.

- RULE 3**
- Any person frightening birds or causing them to be frightened or chased, either directly or indirectly, time shall be noted on Time Sheet and a complete report of the incident shall be submitted to the CENTRAL TIMER. The Timer shall, however, continue to time until birds drop, both times to be shown on time sheet.
 - Should the Timer see just cause for Disqualification, he must acquaint the Flyer or his representative before leaving the premises.
 - Any timer refusing to sign the Time Sheet, the Secretary has the power to sign same for the DIRECTOR'S approval.

- RULE 4**
- NO one is allowed near the loft while the birds are flying except with permission from the Timer.
 - No Flyer is to alter the appearance of his loft in any way for the SEVEN (7) days prior to the fly.
 - Any nuisance belonging to the premises must not be allowed in the yard during the Contest.
 - Any Flyer INSULTING or HINDERING Timer in the execution of his duties shall be disqualified.

- RULE 5**
- Any Flyer's kit raking away from the sight of the Timer at any time during the first TWO and ONE—HALF hours (2½) period of the Fly, shall be allowed the remaining unused portion of the first 2½ hour period for them to reappear. In the event, the Timer sights the birds and the remaining unused portion of the first 2½ hour period is less than one (1) hour, RULE 5b or the ONE HOUR rule will automatically go into effect and continue for the duration of the Contest.
 - After the two and one half hour period should they go away again, only ONE HOUR is allowed from the time they go and not more than ONE HOUR shall be allowed during the Competition. This applies to one bird or any portion of a competitor's kit.
 - Birds are not considered on a SPLIT if all birds can be seen simultaneously any time during the hour. If ALL are not seen during the hour, Flyer is Disqualified.
 - If birds are on a SPLIT, Flyer has THIRTY (30) minutes to decide whether he will drop his birds or take a chance on them getting together. If he drops them within the hour, he gets credit up to the time he throws his droppers. If the birds do not drop, Flyer is Disqualified.
 - Should the Flyer decide to drop his kit, he must inform Timer of his intentions to do so, show him the birds or methods he intends to use as droppers. If eligible to drop the kit, time is to be taken when the first dropper is tossed.
 - No lights are to be shown or exposed in any part of Flyer's premises to induce birds to drop until after the first bird is down, if time is taken before Sunset.
 - Flyer has One Hour after first bird drops or after dropper has been released to drop and trap the entire kit.
 - The Timer shall record, on the Time Sheet, all pertinent information regarding the first TWO and ONE—HALF (2½) hours of the flying contest.

RULE 6 DARK FLYING RULES SUNSET Being fixed as published in the "NEW YORK DAILY NEWS", in the morning Weather Report on the day of the contest. DARK is TEN (10) minutes after Sunset, as stated

- The birds, as a KIT must be seen at least once every hour when flying in the DARK.
- If the birds split up after Dark, only ONE hour is then allowed to induce the birds to alight on the loft and gotten into the loft to be checked by the Timer.
- The birds are termed as still being a kit if they can all be seen in the Dark at the same time, regardless of how far they are flying apart.
- If a kit of birds go out of sight in the Dark and are seen to be SPLIT

- when they return, time is taken. The Flyer has One Hour to get ALL his birds (kit) into the loft, from when they are first seen to be SPLIT.
- e. The Flyer can use ALL the lights at his disposal to drop his KIT in Dark. The moment any light is shown over which the Flyer has control, such a light to be termed a Dropper and time to be taken by the timer.
 - f. Any Flyer failing to drop his Kit in One Hour will be disqualified.

RULE 7 Any circumstances arising that are not governed by the foregoing Rules, the Directors have Full power to act thereon and their decision in all matters shall be final.

END OF FLYING RULES AS OF MARCH 10, 1979, which cancels all previous Rules and Regulations.

PRESIDENT	Robert C. Kennedy
VICE-PRESIDENT	Edward Buraczewski
SECRETARY-TREASURER	Stanley A. Ogozalek
DIRECTORY	Louis Wolfe
DIRECTOR	Rene Ascencio

ADVICE SEEKER — or THINKER ? . . .

by Jack Prescott
Sheffield/England

This is the golden age of good advice. No matter what a chap wants to do there is never any shortage of good advice — no matter whether he seeks it, or not.

Unfortunately, the so-called expert advisers, are seldom qualified to give advice. A great many chaps are too free with their advice, very often where it is neither sought nor required.

On the other hand — there are some chaps who go around asking advice that they have absolutely no intentions of carrying out.

My belief, is that the overwhelming majority of people — who seek advice — do so — to have their own opinions strengthened — not to be told what to do.

To the pigeon man . . . He must know just what he wants, and how much time he has available and then he ought to know just what to do.

If a chap is prepared to live for his pigeons — there is no reason why he may do. If he wants to fit in a little time between work and home, and up a family and maintaining a car — then of course — the poor blighter — must make up his mind.

Therefore — seek not perpetual advice. Sit down and think for yourselves. How much time can you dedicate to your pigeons? How many pigeons can you deal with and become familiar with?

Do you really want to become a dedicated pigeon man? Because, this takes up a lot of time. Do you really want to be involved with a hobby that could involve many, many hours — scanning the sky? The record with Tiplers is well over 20 hours!

On the endless questions of selection — there is only one answer. Look for yourself. Watch them in the air, watch their behaviour and how they respond to you and your methods.

Only you can possibly know what is pleasing you. From here — it's a simple job of removing all of those pigeons that fail to please you. No use turning a blind eye. We all breed "duffers" — but not all of us take the trouble to dislocate their necks. . . .

Now — all of the great Tipler men that I knew — and/or, still know — did not go chasing about asking for advice. They simply thought & considered & tried various things — & did not feel obliged to tell everyone about it. A lot of them were quiet little chaps — always probing and exploring — but always watching their birds and getting to know each of them like the backs of their own hands.

Visiting fellow fanciers — they spent very little time making jokes and chattering like a cartload of monkeys. These chaps — used to look at the birds — compare what they saw with what they saw in their own lofts — then quietly go home and think again.

However — not one of the "great ones" ever kept a great lot of pigeons. What they kept — they certainly knew. Their whole conversation was based on Kit Behaviour (flying) and the control they had on such kits or lack of control etc.

They did not bother about pedigree froms — or striking to pure old strains whose founders had been dead for about 99 years. They bred from what they knew and trusted — but more important . . . they could think for themselves. Yes! They all made some ghastly errors (! must have made thousands) but they had only themselves to blame and success was their very own when it inevitably came.

Flying Tippler Sport on the European Continent

by Heinz H. Kaupschaefer
Dorsten, West Germany

Here on the European continent we have associations for competition flying with Tiplers in the Netherlands, Switzerland, East Germany, West Germany, France, Roumania, Hungary, and Yugoslavia. All these societies have been established after the World War II. All the birds we fly here from imports of the British Isles. You know England is the motherland of our breed. In Great Britain there are the "National Tippler Union", 1912 (NTU), the "National Tippler Union of Wales" (NTUW) and some clubs in Northern Ireland.

All these unions have a full flying program for each season. The Long Day (old birds!) and the July fly (young birds!) have an international character cause in these races the following societies take part: NVC Netherlands, DFU West Germany, Flying Tippler Union of Yugoslavia, Bristol and Birmingham, England, Llanelli, Wales, and Ulster, N. Ireland. From each side a team of the three best competitors makes the total time for winning this competition.

As you know the present world record times are for old birds 20 hrs. 40 mins. (Boden, Birmingham, England). Here on the continent we could not reach these excellent performances. Our records are: old birds 18 hrs. 49 mins. (Liemens, Dorsten, W. Germany), young birds 17 hrs. 46 mins. (Arndt, Hamburg, W. Germany). For instance other records: Netherlands old birds 18 hrs. 38 mins. (van den Broek, Delfzijl), young birds 17 hrs. 18 mins. (de Haas, Hilversum), Switzerland old birds 17 hrs. 24 mins., young birds 14 hrs. 45 mins. (both Dr. Krnja, Aarau), Belgium young birds 12 hrs. 42 mins. (van Ouwkerk, Berchem), Ireland old birds 19 hrs. 30 mins. (Lilley, Ulster), young birds 16 hrs. 35 mins. (Armstrong, Belfast), East Germany old birds 17 hrs. 31 mins. (Porsche, Hoyerswerda), young birds 14 hrs. 16 mins. (Wolff, Magdeburg) etc.

The unions we have here are clubs for only flying members. When one will show Tiplers on a pigeon show this breed must have a standard of perfection. We all don't want such a standard because we think our Tippler is a flying not a showing bird. Therefore you'll not find Flying Tiplers on the exhibitions here. A good thing I mean. We have seen what happened with all our own tumbler breeds which have flown in excellent style in the past. And now? Nearly all are show tumblers. We have tradition in flying pigeons and we younger people like to see our birds high up in the air.

Tippler flying is an international hobby. I have many thousand friends all over the world.

Let me write something about the flying method we use here. Well, we are all the pupils of the master flyers in Great Britain and we fly our kits like the friends on the other side of the North Sea canal. That means we work with white droppers (old-fashioned Fantails, White Cologne Tumblers etc.) and train to darkness. A kit has to drop just then when the owner turns on the electric lights of the roof top and gives out the tame dropper pigeons.

Try this method and you'll see success in long time flying. As in other flying breeds we have differences in our Tiplers. But all fly good times. Our sport is not so expensive as the Racing Homer sport. For one Homer one can keep two Tiplers I think. 4 good breeding pairs, one or two old bird kits for the old bird competitions and a handful of droppers that's all what one needs for a successful participation in competition sport.

Tiplers are all weather flyers. In my home town we have a local club and all the friends take part in our races. The best year we have had in 1978 when the following outstanding times were the results of the L.D.Fly: Liemens 18.49, Schueller 18.41, Jerns and Bons, both 18.20, Feide 18.16 etc. My best time was 17.30 only. I am in the game since 25 years now. I am 44 years old and Tippler flying is one of my hobbies beside Whippet dog racing on an amateur status, naturally. In our union we have 150 flying members at present time. Friends, all over the world: Keep 'em flying!

TIPPLER FLYING

In the United States today we seem to be enjoying a more serious attitude toward Tippler flying than ever before. Though the hotbed is still Maryland, New Jersey, and New York, the Tippler is now taking root in many sections of the country where Tipplers were never seen except for pictures in books, and most interesting is that fanciers today are talking about records, instead of just being content to fly birds for a few hours.

It is one thing to see a kit of pigeons fly high in the sky and roll backdown. It is another thing to liberate a pigeon 600 miles from home and have the bird trap into the home loft the same day. But no other pigeon feat can cool the enthusiasm of a Tippler flyer as his kit rides the air currents for hour after hour, almost directly above the loft, and so high that they look like specks of pepper.

The thrills and chills of flying competition, and the challenge of breeding a kit of champions, is enough to keep anybody busy through the months of warm weather, but we still haven't mentioned the Tippler in the show pen. Here we find everything that exemplifies the thoroughbred, with beauty features to stir the blood of any pigeon lover. And if it's color you like, you can find more shades than a basket full of dyed eggs at Easter time.

To conclude this article is a reprint of an invitation written by John Curley of Baltimore, Md., and it expresses the warm welcome that is extended to pigeon fanciers of America by all who associated with the FTA.

"You are welcome to consider this an invitation to join the Flying Tippler Association of America. Organized in the 1930's for the advancement of this long-time, highflying, sporting breed, the club has served the fanciers by providing an annual schedule of Nation Flying Contests open to members all over the country. No matter where you live you can compete. Highly coveted trophies are awarded for outstanding performances in the air and exemplification of flying Tippler quality in the shows.

"The beautiful butterfly wing action that is characteristic of this breed only, makes even the training flights experiences of intriguing enjoyment.

"As a look at the flying Tippler in any show will convince you, this same little pigeon that is the acknowledged king of the highfliers is also among the most striking of show birds.

"This most natural of pigeons is still the ablest of highly bred animals, sensible breeding has improved, not changed him in any way. The breed's look of refinement that fits him for the show, and the specialized conformation that has enabled him to chalk up a world record time of 20 hours plus of sustained flight have been added to the Tippler without reducing the wild pony toughness that he had at the start."

COMING ISSUES

June—All Variety Trumpeter

July—African Owl

August—Helmet

Beyond The

Light

Table

by

Gene

Dudgdon

We want to thank all that sent in ads and articles for this issue. We really do appreciate all the effort Wayne Tomsic and Stanley Ogozalek did for making this issue as large as it is. In fact, we thought we would never get this issue together. You notice that we used a condensed type this time so that we could get more articles in this issue. It might be difficult for some to read and if we receive too many complaints, we will go back to our original type, but we will have to reduce the number of articles. We really have too many articles, compared to the amount of advertising, in this issue.

We did not use several photos that were sent to us for two reasons: (1) many were just too dark to reproduce well. Again, I must stress, when taking photos of your birds, do not use polaroids, and if you have a dark colored bird, have a light colored background behind the bird; (2) there were just too many photos sent and some were repeats, believe it or not. There are a lot of photos in this issue, some good, some not so good.

Some clubs are a little confused on the "club rates" for subscriptions to PR. For clubs to receive this discount, they must send in 10 subscriptions at a time—no less. You can send in more at a time if you wish. When sending in the 10 or more subscriptions, will you please indicate whether they are new subscriptions or renewal after each name. Many clubs and individuals are really working hard for PR to get subscriptions for us and want you to know that we sincerely appreciate the work you are doing for us. Your faith and support of PR is reciprocal; we have faith in all of you and have our complete support for the pigeon fancy.

We have received two or three letters from individuals stating that they felt they should be paid for their articles or receive free subscriptions. We are not a "Madison Avenue" magazine and our feeling is that by publishing your articles with your name and address on the article, is advertising for the writer. This is the reason we do not charge for publishing your articles but do charge for your subscriptions. We could work it in reverse, but doubt if we ever will. We have to pay for everything we need to publish PR; we don't get any of our supplies free and with the rising costs of everything, our profits (what profits?) sure aren't increasing.

We may be able to attend the APFC Annual Convention in St. Louis, July 25, 26, 27. At least we are going to try to attend. We will be on vacation at that time so might be able to stop by on our way home. We saw the program for this convention published in APJ—we didn't receive a copy of the program—and looks like a very interesting program. Maybe we will be able to see some of our pigeon friends and learn something at the same time.

Just to let you know how much our supplies cost, I just now received a box of film that we use for making the photographs in our magazine. One sheet of 10"x12" film cost me \$1.02 each. About a year ago this film only cost 60 cents a sheet. This is why we could use more advertising. Each sheet of 11"x17" piece of paper in this magazine costs 2 cents each. The heavier paper we used to use cost us 4 cents a sheet. We are trying to reduce our costs and still give you a quality magazine.

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Flying Tippler Association Of America

**Sponsoring Ten Trophy Award
Flying Competitions Each Year**

Organized For
The Advancement
Of The Flying
Tippler In America

1938-1980

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For information contact:

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13610 Johnson St. N.E.
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Flying Tippler Association of America

Membership Roster

MARCH, 1980

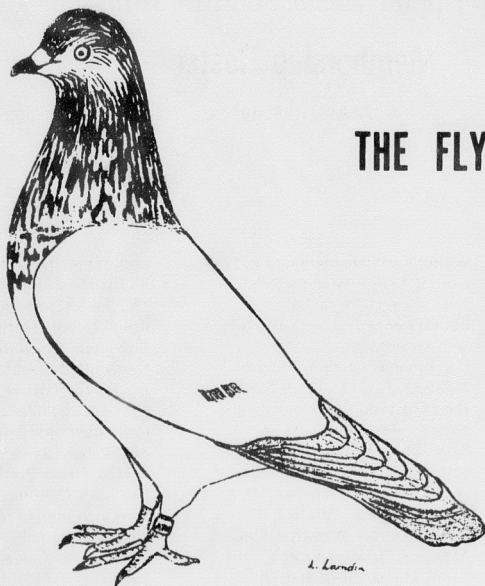
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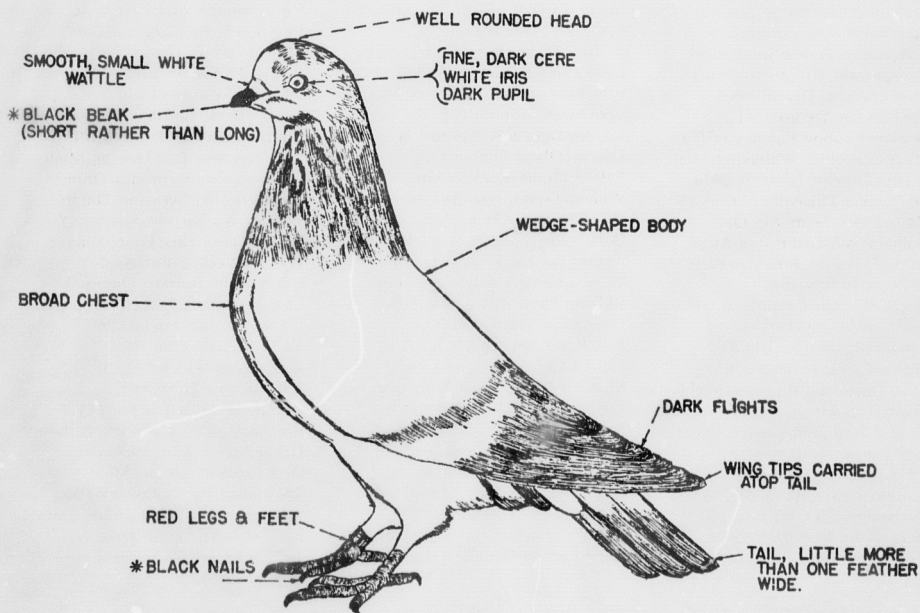
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 Bob Schaefer, Farmingville, N.Y.
 Tony Schepige, Bloomfield, N.J.

* junior member

THE FLYING TIPPLER



A. Landin



The Flying Tippler Association of America

Offical Constitution

ARTICLE I Name

Section 1. This organization shall be known as the "Flying Tippler Association of America." Wherever used in these documents the acronym "FTA" or the single word "Association" when capitalized shall stand for the full name of the organization.

Section 2. The subordinate units of this organization shall be known as "Local Clubs."

ARTICLE II Purposes

Section 1. The primary purposes of this organization shall be as follows: to provide a centralized organization for the flying tippler fancier and Local Clubs; to promote and regulate the sport in national competition; to encourage by promotion of competitions, exhibitions, and by the general management and control of the fancy shall thereby further the interest of all fanciers in the flying tippler pigeon.

ARTICLE III Membership

Section 1. Any person regardless of race, color, sex, creed or national origin, shall be eligible for active membership in this organization.

Section 2. Any misconduct on the part of a member, or charge of dishonorable dealing, shall be investigated and if found guilty, he or she will be expelled from the organization.

Section 3. (a) Any person less than eighteen years of age will be designated as a junior member with no right to vote.
(b) A junior member at any age may compete in official competitions if the member can secure a qualified Timer as defined in Article V, Sec. 1.
(c) A junior member who has reached the age of 13, may act as a Timer for another junior member or a senior member in Official Flying Competitions, if the member can fulfill the requirements for Timer, Article V, Sec. 1.

Section 4. All senior members shall have the right to vote and hold office, provided the requirements of Section 1 of Article VI are satisfied with respect to eligibility for election or appointment to national office.

Section 5. Local Club Membership — The Association will accept a Local Club Membership after receiving a petition signed by three members. Upon acceptance the Local Club shall be subject to the Constitution Rules and policies as set down by the Association.

Section 6. The organization shall award no more than one designation or appointment as Life Member in any two calendar years. This award will be made at the time of our bi-annual election. To be eligible the nominated member must have been a member in good standing for a minimum of ten (10) consecutive years.

ARTICLE IV Dues

Section 1. Senior Membership — Dues shall be set at \$7.50 per year.
Junior Membership — Dues shall be set at \$2.50 per year.

Section 2. The membership will be effective for one year from the date dues are received by the Secretary-Treasurer. The Secretary-Treasurer will notify each member in advance for renewal before the expiration date.

ARTICLE V Flying Systems

Section 1. Official System — A FTA member may fly under the Official System by securing a Timer or Judge. It will no longer be necessary for a flyer to have a Local Club in the area. It is only necessary that the Timer or Judge be known as a Tippler Fancier, and a member of the FTA in good standing but not related to the flyer by blood or marriage or his or her loft partner.

Section 2. Honor System — Any member who cannot secure the services of a qualified "Timer", may compete under the Honor system. Times flown in the Honor system shall be kept separate from the Official system. Also any record flown under this system, may not be honored as club, National or World record, with the exception of the FTA Honor system record.

ARTICLE VI Officers

Section 1. Any member of this Association is eligible for election or appointment to National Office if said member has been a member in good standing of this Association during the one (1) calendar year immediately preceding the calendar year in which said member is elected or appointed to national office.

Section 2. Duly elected officers shall assume their duties on the first day of January and the term of Officers shall be for two (2) years.

Section 3. The elected officers of this Association shall be:
(a) A National President
(b) A Secretary-Treasurer and
(c) two (2) Vice-Presidents; an Eastern and Western Vice-President without designation of rank.
(d) Local Club Representative - An FTA member elected by Local Club.

Section 4. BOARD OF DIRECTORS — There shall be a Board of Directors made up of five (5) elected members who shall act as a governing agency to assist in all decisions in regard to club business and functions.

(a) National President — It shall be the duty of the National President to preside at all Association meetings and to govern the Association and exercise the usual functions of the presiding officer.

(b) Secretary-Treasurer — It shall be the duty of the Secretary Treasurer to furnish a receipt to the national president for such funds as are turned over to him by outgoing officers, and execute an inventory for such property as he may receive from his predecessor upon entering office.

(c) Eastern Vice-President — In the absence of the National President or in the event of his inability to act, the Eastern Vice President will act as the presiding officer at any club meeting or for club functions East of the Mississippi River.

Western Vice-President — In the absence of the National President or in the event of his inability to act, the Western Vice President will act as the presiding officer at any club meeting or for club functions West of the Mississippi River.

(d) Secretary-Treasurer — He shall keep copy of the minutes of all Association meetings and conduct all correspondence of the Association. He shall be custodian of all funds and properties belonging to the Association, pay all bills and expenses of same when authorized to do so.

He shall order all bands and issue seamless bands on January 10 of every year, also throughout the year (unless sold out) until November of said year as ordered. There will be a charge set by the board of directors for FTA seamless bands which shall be sold in multiples of twenty-five (25) only.

HE SHALL SELL BANDS TO ASSOCIATION MEMBERS ONLY. He shall keep an accurate record of all bands sold and to whom the bands are sold to. He shall at the end of each year (December 31) prepare a financial statement showing income, expenditures, book balance, amount of deposit in bank, and any cash assets. He shall be prepared to present all receipts and documents relating to such financial statement. He should also take inventory of all FTA belongings. The complete

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financial and inventor's report is to be published in the February Bulletin. He shall also submit a report to the Executive Board at the end of each quarter.
Secretary to receive salary of 20% yearly book balance plus dues and bands paid, except futurity.

EXECUTIVE BOARD — The Executive Board shall be made up of the following Officers: the President, Eastern Vice-President, Western Vice-President, Secretary-Treasurer, Board of Directors, Local Club Representatives. The duty of the Executive Board shall be to decide upon all Association policies until the next Bi-Annual Election.

CENTRAL TIMER — It shall be an appointed position, this appointment is done by the Executive Board. Said person may be a non-flyer but a member of the Association in good standing and of honest repute. All correspondence concerning participation in flying competitions shall be the timers duty. The timer shall keep a record of all entry fees and shall receive such fees. Send a flying report to participating flyers after completion of each fly. Send all fees received along with reports and a complete flying report to the Secretary-Treasurer, and furnish a flying report to the Publicity Director.

PUBLICITY DIRECTOR — It shall be the duties of the Publicity Director to publish as many articles of interest in the various Pigeon Publications that would help to make the Association better known to its members and also potential future members.

ARTICLE VII

Flying Competition

Flying Competition — The Association shall set dates for ten (10) competitions consisting of both a Saturday and Sunday. These ten (10) flying dates shall be broken down into three (3) flying Series.

Spring Series — OLD BIRD KITS ONLY.

Summer Series — YOUNG BIRD KITS ONLY (with the exception of the Long Day Competition which will allow either old, young, or mixed kits in competition.)

Fall Series — which will allow the flying of old, young, or mixed kits in competition. Followed by a Stock Fly made up of eight or more any aged birds.

Entry Fees — There shall be a fee for each flying competition.

Awards — There shall be a trophy awarded to the winner of each Flying Competition who fly according to the Flying Rules of the Association, provided such fly has reached six (6) hours or more.

Diplomas — Flying Diplomas will be awarded to all competitors who fly according to the Flying Rules of the Association, provided such fly has reached eight (8) hours or more.

ARTICLE VIII

NFA Affiliation

The FTA shall be affiliated with the National Pigeon Association.

ARTICLE IX

Meeting and Official Show

The Association shall hold one official meeting open to all members in conjunction with the NPA Grand National Pigeon Show. The National Show shall always be held in conjunction with the Grand National Pigeon Show.

FLYING TIPPLER ASSOCIATION OF AMERICA

FLYING RULES

- Each flyer & fly minimum of three (3) to a maximum of seven (7) Tipplers in "FTA" competition, excluding the Stock Fly where a minimum of eight (8) birds are required.
- The kit last on wing to win, providing that there are no objections made against them (kit and/or flyer) and that they fly to the following rules.
- The F.T.A. will not designate an official starting time; but will leave this up to the option of the Local Club or flyer. However, the Timer must be on hand to check the band numbers of each kit bird and to observe the release.
- All competing birds must be banded with a reputable size "A" seamless band showing the year, number and organization thereon i.e. FTA, NPA, APC, UPF, or Local Club.

- In Young Bird Series, only youngsters banded with FTA bands are eligible.
- In Young or Old Bird Series, any flyer found flying birds with stretched or tampered bands shall be disqualified.
- a. A record may be established either in a scheduled fly or in a prearranged manner. The flyer is required to have one qualified Timer. If a record is accomplished, it must pass a two thirds majority vote of the Executive Board before being accepted as a club record.
b. In a prearranged fly, the flyer must inform the Central Timer and Secretary of the flyers intentions a minimum of five (5) days prior to the fly date, and submit the name of the Timer and the date of fly.
c. If a record is broken, a detailed flying report must be turned into the Local Club, and copies mailed to the F.T.A. Central Timer and the Secretary within 24 hour period following the fly.
- Kit to be liberated by no later than 10:00 A.M. on the morning of the fly and settled within the Flyer's boundary, trapped and checked in by the Timer. By checking in, Timer must compare the band numbers of each kit bird with numbers taken at time of release.
- Kit still on the wing at 12:00 midnight will be considered still on the same fly day until dropped and trapped, or disqualified for infractions of the flying rules.
- Time is to be taken when, bird drops from kit without inducement, droppers put out or dropping lights put on.
- Timer must judge from a location where he can see flyer's flying loft and yard.
- When first bird drops without inducement, droppers put out or dropping lights turned on, flyer has one (1) hour to settle and trap the entire kit or be disqualified.
- a. **DROPPER RULE**—Any breed other than Tippler may be used as a dropper working outside of a wire confinement or exposed directly to the flying kit. Tipplers may be used in a wire confinement but not exposed directly to the flying kit at anytime during dropping and trapping period or anytime thereafter until band numbers are checked.
b. **RETURNING BIRD** — Should any bird(s) return to flyer's loft during the flying period, time shall be noted, a description given, band number taken, and matter decided by the Central Timer and Secretary.
- Kit must be released within the flyer's boundary.
- Flyer's boundary is 100 feet radius from center of flying loft.
- Any bird settling within flyer's boundary at starting time, five (5) minutes from starting time shall be allowed flyer to get it on the wing again, should he fail to do so in the time limit, he shall be disqualified.
- Birds dropping outside of flyer's boundary, time is to be taken and flyer is to be disqualified.
- Any flyer's birds raking away from the sight of the Timer during the first 2 1/2 hour of the fly, they shall be allowed the reminder of the first 2 1/2 hour or one hour, whichever longer for birds to reappear on sight.
- Should the Timer see just cause for disqualification, the Timer must acquaint the flyer of the reason, before leaving.
- Any Timer refusing to sign Flying Report, flyer may submit it to the Central Timer with a complete report by both the flyer and the Timer and the fly will be taken under consideration by the Executive Board if the Central Timer feels it merits their consideration.
- The Timer is to have access to any location he is appointed to judge.
- Any Flyer insulting or hindering the Timer in the execution of his duties shall be disqualified.
- Anyone who is a FTA member, known as a Tippler fancier, not related to the flyer by blood or marriage, and not the flyer's loft partner, may act a Timer if familiar with the Flying Rules and not barred from flying or being a Timer by the FTA or Local Club.
- A timer may be relieved at any time during the day, but, he must not leave until the relief Timer has arrived and been briefed and the band numbers of the kit given to that person. Both Timers must sign the Flying Report and state time that the relief Timer took over.
- If kit is on a split during the daylight flying, flyer has thirty minutes to decide whether he will drop his kit or take a chance on them getting together. If he drops them within the hour limit, he gets credit for the time flown up till the time dropper is released. If the kit does not drop, flyer is disqualified.
- Should flyer decide to drop the kit, should inform Timer of intentions to do so, and method of the drop. If eligible to drop kit, Time is to be taken when method of drop is acted upon.
- No gadgets or whistles are to be attached to birds in competition.
- No one is allowed near the flying loft while the kit is flying, except with the permission of the Timer.
- No flyer is to alter the appearance of the loft in any way within the seven (7) day period to the competition date.
- Any nuisance belonging to the premises must not be allowed in the area during the competition.
- The flying report must contain the following information: Date, name and

address of flyer, age and sex of kit birds, starting and finishing time, number of birds in kit, band numbers of kit birds, time flown. Summary of weather conditions and general remarks.

32. A copy of the flying report should be submitted to the Local Club, and the Timer's report to the FTA Central Timer. Submit in person or by mail within 24 hours following the fly.
33. Any circumstances arising that are not governed by the foregoing rules, the Executive Board shall have full power to act thereon, and their decisions in all matters will be final.
34. Band numbers of kit birds to be noted on flying report by the Timer before releasing the kit.
35. Upon being dropped and trapped, band numbers to be compared with forementioned list. If not identical, flyer disqualified.
36. DRIVING BIRDS - Any person frightening birds or causing them to be frightened or chased, either directly or indirectly, the Timer shall satisfy himself that the flyer did not personally frighten his kit, or induce outsiders to do so. Otherwise, Time shall be noted on flying report, and a complete report of the incident shall be submitted to the Central Timer. The Timer however, continues to time until the kit drops. Both Times to be shown on flying report.

THE USE OF ARTIFICIAL LIGHTING

37. There shall be no use of artificial lighting of any type when releasing the kit in the morning.
38. The use of artificial lighting when dropping the kit after dark will be permitted under the following rules:
 - a. Any competitors kit flying until dark (dark will be considered that period of time falling ten (10) minutes after Official local weather bureau designated time for sunset) may continue to fly in competition as long as they can be seen once each hour flying as a kit.
 - b. If birds are seen split (odd ones) and are unrecognizable as a kit, time is to be taken and one (1) hour will be allowed to settle and trap them. Flyer may catch any bird actually roosting within the boundary as stipulated in rule -15.
 - c. If the kit is seen to be split up after dark, time is taken and one (1) hour is the allowed to drop and trap entire kit.
 - d. If a kit of birds go out of sight in dark and are seen to be split when they return, time is taken. The flyer has one (1) hour to get entire kit into loft, from when they are first seen to be on split.
 - e. Birds are termed as still being a kit if they can all be seen in the dark at the same time, regardless of how far apart they are flying. No artificial lighting may be used for this task. Kit must be seen once each hour during dark flying.
 - f. When flyer wishes to drop kit, he must inform the Timer that he is going to turn on dropping lights and the timer will take time.
 - g. The flyer will have one (1) hour from the time lights are turned on to drop and trap kit. Flyer may catch any bird actually roosting within the boundary. If not done in time limit, flyer will be disqualified.
 - h. If the whole kit is seen together after the lights have been put on, time is to be taken when lights were first shown, even though birds have not been seen for sometime within the hour allowed.

Funk Recollections of FTA History

In my association with Grube in 1938 he started to "knock" Frank Hagen as a "huckster" which proved to be right. Erv told me he wanted to start up a new club and call it the Flying Tippler Association of America, and would I be interested in being appointed president. I was. This is contrary to the information "fed" to Mr. Levi for his book "The Pigeon". But that part does not matter. . . I president and remained in that position for a long time.

About 1947 or 48 Erv Grube was falling off as Secretary-Treasurer. Hoffman kept after him for a treasury report and finally he sent in a pencilled list on a tablet paper of dues received and expenses paid. . . with this the club was in debt.

This was the first official election the FTA ever had. Hoffman wanted me to run against Grube for Secretary-Treasurer. I won. I held this job for quite some years, until my personal work load made me give it up. Besides putting in a five day work week I was doing the wash, the grocery shopping, the yard work, paying the bills on top of the Club work of getting out the bulletin, handling the treasury

end of it, ordering the bands, mailing the bands, and answering correspondence. I had a breakdown and the d. Jor told my wife I had to cut out some of the load she took over the bills, and I unloaded the Club work.

So in October of 1953 by mutual officer agreement I passed the records and a treasury balance of \$104 12 to Harold Doellinger of Marysville, Ohio. Then on January 20, 1956 Harold had to give up due to business commitments and returned the work load to me with a treasury balance of \$142 16. I kept it again until January 1964, and again by mutual officer agreement, I passed the records and a treasury balance of \$128 38 to Perc Hagan.

From here on in, for a while, I held no position in the Club, and am not fully aware of just what happened, except that two different Baltimore men wound up as President after Hoffman had to give up his birds, and refused to answer even my letters to him. Not one word, until his wife wrote me a short note when Bill died.

It was in this transition period, when I was out of Club touch, did not even get a bulletin, even though then I was a Life Member. Until, one night I received a call from Jack Ehli out in Oregon. Ehli wanted to re-organize the Club with me as President, if I'd take it. I forget at just what date in time this happened, but Dave Jordan was then Secretary-Treasurer, and I won the election for President defeating Bob Hinz of Baltimore.

Soon after that as you may possibly know, Jordan danged near lost the Club and the Tippler Special. He lost his job, his wife, and later it develops he skipped town leaving a garage full of dead and starving birds. The police were after him. I don't know if they ever caught him or not.

Meantime, Nasser Shirakbari was located and took over as Secretary-Treasurer, this through the auspices of Jack Ehli. But, the Club records and all of the Tippler Special materials were so to say missing, and Nasser started with a -0- treasury.

Some of us kicked in some substantial cash to get the Club back on a financial basis. . . a drive for membership started. . . and Hagan and I kept on Ehli's back so much, he finally contacted the police. . . found out the story of Jordan, got the Tippler Special materials from the deserted home of Jordan, but to my knowledge no Club records. Nasser pulled the Tippler Special off by the skin of his teeth.

Then, along comes Tim Kvidera, to take the load off Nasser's back. That is the story to date.

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A Little Tippler History

by Wayne Tomsic

It is of interest to note that one book mentions that the Flying Tumblers and still do, according to what you call a Tippler, outfly for time the actual Tippler. This statement should of course be interpreted by the following.

The origin of the name Tippler is a bit shrouded in mystery. That it was named after a fancier who tippled (drank alcohol) can be discounted. The word Tippler really means Tumbler. The suggestion that the name is due to the markings, primaries and tail feathers tipped with black, bronze and/or some other color. Its origin is not clear. Some suggestions are that they originated from a cross of an Almond (Short Faced Tumbler) cock and a Red or Bronze Mottle hen (The Lincoln Crazy). These are suggested to have been crossed with the Cumulet. Another suggestion is that they were made by a cross of the flying Bald Head Tumbler and a Cumulet. Both these suggestions are very feasible in view of the coloring and markings of today's Tipplers. This is a genetic possibility if we consider that only the Mottles, Prints, some Blues and Grizzles are the original Tippler, as I do. Also, as it is generally accepted that this type of Tippler originated in the area of Congleton and Macclesfield. Since we are speculating about the times prior to 1850, we cannot be more specific or positive.

Around the late 19th century we read of different types of Tipplers. The pure Macclesfield, mostly prints, also with self Browns (Duns), Dun Mottles, solid Blues and Grizzles. They are described as medium faced with strong black beaks, light pearl eyes, broad across the shoulders tapering off to a tail like a wedge and a broad breast bone. A picture shows them to be a small pigeon which weighed about eight to eleven ounces.

Then there were the Leicester Tipplers. These were said to be mostly Light Mottles with long spindly beaks; the non-tumbling Tumbler? Also there was the Lincoln Tippler. These said to be nice shaped little pigeons in Blues, Grizzles and Silvers. The best were called Lincoln Crazies. Not to be left out were the Sheffield

Tipplers. These were referred to as mainly cross bred birds. There were Blues and Checkers said to take after the Leicester Tumbler and Light and Dark Mottles. These birds were said to fly well in strong winds. There was other Tipplers said to take after the Macclesfield type. Even at that time write s would mention that Tippler fanciers would discard any pigeon showing a tendency to tumble.

It is my belief that the Tipplers flying in competition today are descended from the Tumbler or Tipplers shown to fly best in the area where they are kept. Some are from the clean legged West of England Tumbler, badges, saddles and baldheads. The non-tumbling Tumbler of Leicester and Nottingham developed into Blues, Checkers and Dark and Light Mottles. There is every likelihood that a number have been crossed in with the Macclesfield and Lincoln Crazy Tipplers. These two latter types are now few in numbers probably because in their pure type they do not meet with the present requirements of competition Tipplers to fly long times in all weather and conditions.

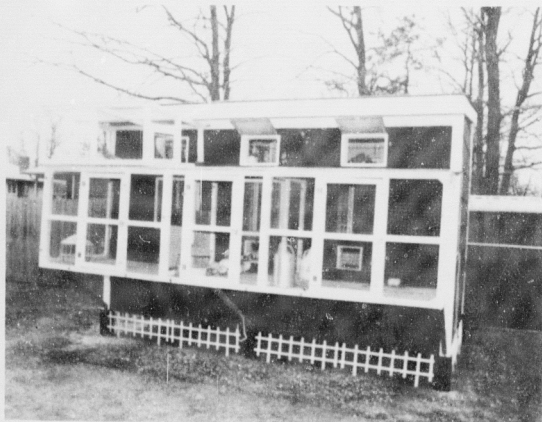
Let's talk about the different strains of Tipplers. Mostly anyone can fly a mixed kit of Tipplers from three to four hours, but when it comes to the longer times in competition you have to have one strain (same family) in order to get those longer times.

There are basically three strains or types of Tipplers which originated in England. The first being the Westcott, these are the highest flying Tipplers in the British Isles. The birds have a fairly quick wing action. Their origin being the Barnstable area.

The second type is the Billingham, a middle distance bird with medium wing action.

The third type is the Bolsom. These are the lowest flying Tippler in the British Isles. They have a slow wing action and nearly always fly at roof top height and never rises above middle distance.

So in conclusion it is best to have the birds of the same flying type, height and the same family. I hope that I have with this article brought some interest to our Tippler fanciers and others on the history of our breed.



**E & W Buraczewski
LOFT**

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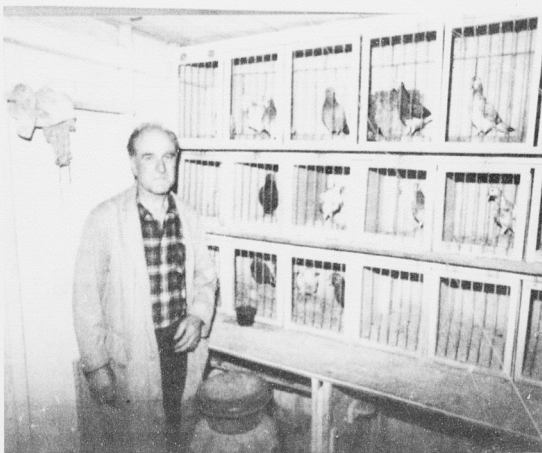
Member of the ATU & FTA

Kit Boxes. . .Group or Individual ?

by S. Ogozalek



Harry Hunt, Toronto, Canada, Group Kit Boxes.



Syd Passmore of Swansea/Wales in front of his individual kit boxes for Tipplers.

Kit boxes that I've seen in lofts in the New York area vary in size and shape. Most are located inside the main loft and are either in a section of their own or attached to a far wall. Still others are outside of the main loft and can be considered small lofts and/or "group" kit boxes. One of the smallest kit boxes, that I've seen on movie film, was two feet square and attached to the side of a loft. It housed 4 tipplers and the fancier flew his young bird kit over 13 hours from it. My former referee, the late Bob Lewin, had his kit box (3 ft. long by 1½ ft. high by 1½ ft. deep) mounted on the inside left wall and flew his kit of Old Hens for 14 hrs. 43 min. from it. One of the first "group" kit boxes that I saw was 4 ft. square and the fancier had placed it on a one-story rooftop. He housed both young and old tipplers in it with little or no trouble. A few other ATU members also have these outside "group" kit boxes and are about the same size as the one just mentioned but are used primarily for Young Tipplers, I am told. All of them have their own aviary mounted in front of or on the roof along with a trapping device. There are some that use the individual type of kit boxes and these are about 14 inches square with about two or three of them across, two or three tiers high. The individual boxes usually have a small shelf that extends the length and its' purpose is to hold the feed and water containers for each bird in front of each door. A separate section is required for these boxes and other tipplers that aren't in training do not have access.

The Canadian fanciers favor the "group" kit boxes, built inside, that are about 4 ft. long by 2½ ft. high by 2½ ft. deep and house either old or young tipplers. Toronto fanciers have about three of these type in a section of their lofts.

The English fanciers have still another idea of kit box(es) configuration. Their idea is

to have in one section, about 8 ft. long, group kit boxes, for the young tipplers, on the floor and about 3½ ft. high, 2½ ft. deep, and 4 ft. long. These two kit boxes (side by side) have a retractable wall and can become one. Above the group boxes are the individual boxes for the Old Bird kit and there are as many as six across with two or three tiers high. Sometimes there are two additional large pens above the individuals and can be used as the fancier likes. Once again, the individual boxes are about 15 inches square, each has a small block of wood for the tippler to sit on.

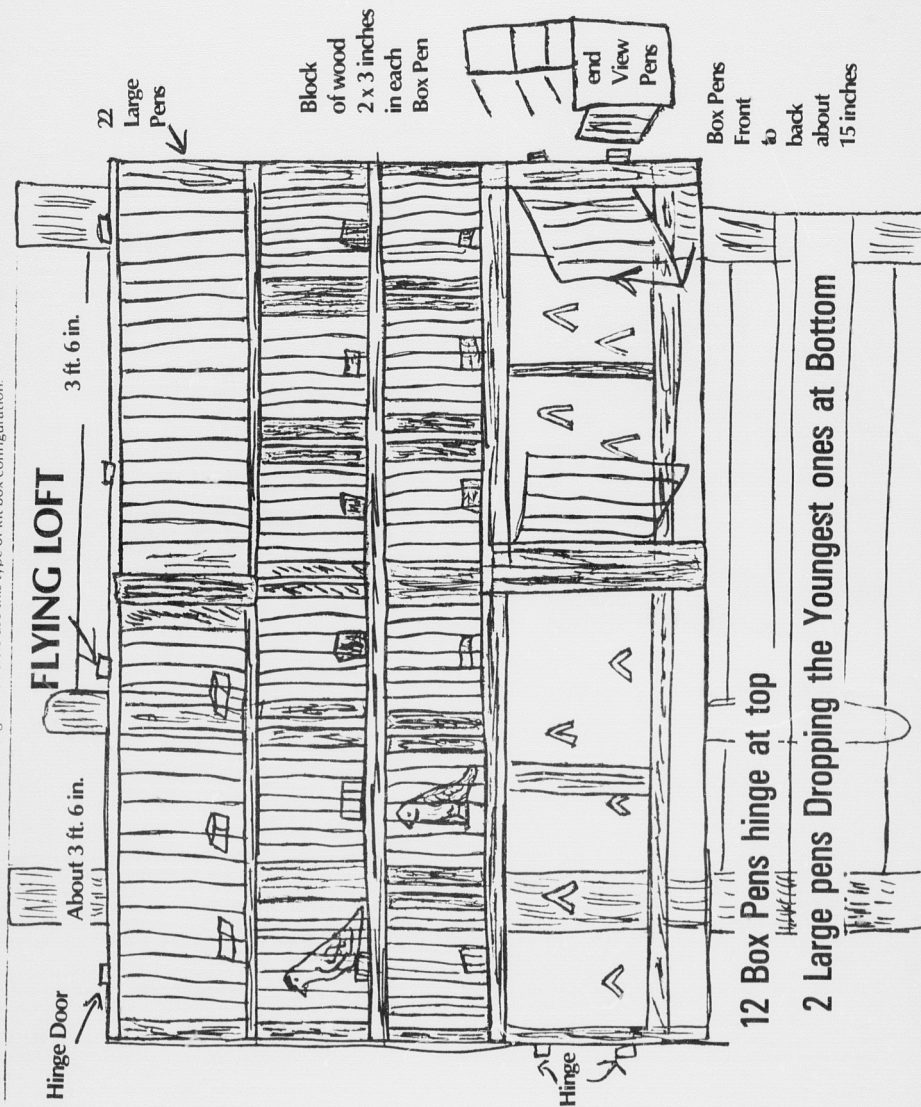
There are some fanciers that have their doubts about kit boxes and claim that they can "get by" without them. Maybe they can but then why would most of the experienced fanciers resort to the kit boxes? The purpose for the kit box (especially the individual) is to keep the bird quiet and resting, conserving energy that will be expended only in training flights and also on Contest Day. In a "free" section (no kit boxes whatsoever) where tipplers are kept, those tipplers that the fancier releases as a kit waste their energy flying from the floor to the perch, out to the aviary and back again, many times every day.

Group kit boxes, as mentioned, can accommodate 8 tipplers or more but there should be a perch for each, avoid overcrowding! It is a good idea to have the kit boxes semi-dark but do not block the ventilation.

A fancier should begin to "box" his tipplers from the start, with young birds. Usually, birds never confined to kit boxes before in their lives (Old birds mostly) tend to reject the idea.

In closing, I believe that the use of kit boxes, especially the individual type, is essential and correct in the training program of FLYING TIPPLERS.

Interior configuration showing individual kit boxes on top and group kit boxes for youngsters on the bottom.
Some of the English fanciers use this type of kit box configuration



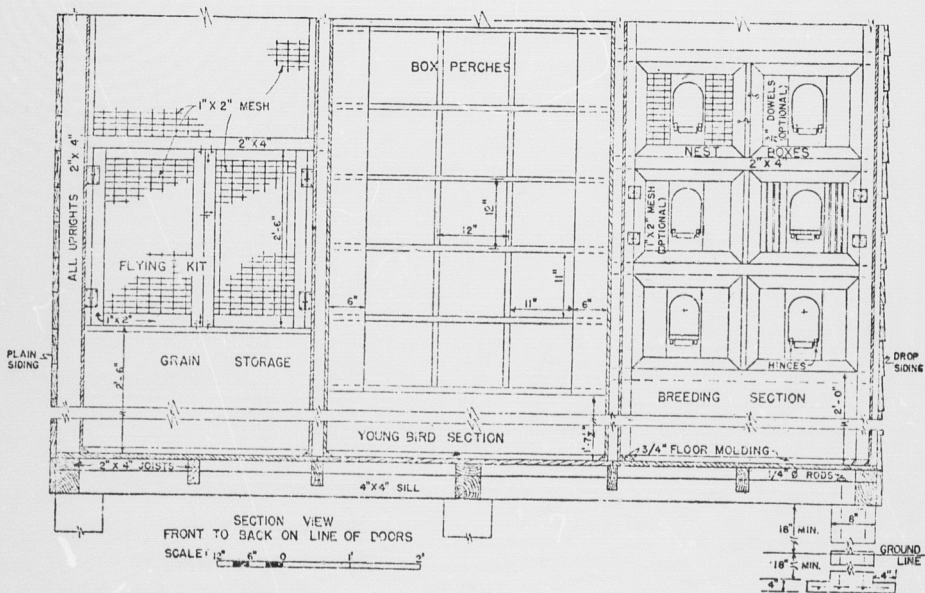
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A detailed floor plan of a rectangular bird aviary. The overall dimensions are 8'-0" wide by 6'-0" deep. The plan includes several labeled sections:

- Flying Kit**: Located at the top left.
- Nest Boxes**: Two boxes located at the top right.
- Box Perches**: A row of three perches, each 12" apart, located in the upper middle section.
- Young Bird Section**: A large central area.
- Breeding Section**: A large area on the right side.
- Aviary**: The main enclosure area at the bottom.

The plan also features two "Screen Doors" leading from the Young Bird Section and Breeding Section into the Aviary. Dimensions are provided throughout: horizontal segments of 4'-0", 12'-0", 4'-0", and 4'-0"; vertical segments of 7"-1", 8"-1", 2'-0", and 3'-0"; and internal measurements like 12"-12", 12"-12", 12"-12", 2'-2", and 2'-4". A note specifies: "NOTE - THIS SECTION TO BE 2'-6\" ABOVE FLOOR ELEVATION". A scale bar at the bottom indicates "SCALE IN FEET" with markings for 12", 6", 0, 1', 2', and 3'.



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The Construction of a Flying Tippler Loft

by Bob Kennedy
20 Kossuth Street
Deer Park, Long Island
New York 11729

When constructing a loft for flying Tipplers, several factors should be kept in mind before one is ready to start the actual construction of the loft.

The price of the loft will possibly be the number one factor. The cost of building materials has risen so much in the last few years that any fancier who intends to construct a loft should check building material prices.

Another factor that you should give consideration to is what size loft you intend to build. The size of the loft should be large enough to meet your needs. The fancier should take into consideration how many birds he intends to house in the loft without over-crowding. By doing this the fancier will get a pretty good idea as to how large a loft he will have to construct.

Last, but by no means least, the fancier must try to picture what the loft will look like upon completion. The loft should be a credit to the fancier, and not an eyesore. Fanciers should take into consideration the people living around him. If the loft is built well and has a nice appearance, chances are none of his neighbors will complain. On the other hand if the loft looks like an eyesore, and is crudely built, you can be sure you are going to have troubles.

The construction of a flying Tippler loft should warrant consideration because, unlike many other breeds, the flying Tippler requires a loft with some special features that other breeds do not require. Before starting to build my own loft I gave it a lot of serious thought, and I also made a set of plans, so I would actually have something to follow.

The interested Tippler fancier should plan a loft which will have at least three partitions. The reason for this is that the fancier will be able to have a section for breeders, kit birds, and young birds. Also the sections will be useful when the sexes are separated after the breeding season.

Actual Construction

1. Where is loft to be situated on your premises. This is very important because of the weather factor. Here on the East coast we always try to face our front of the loft to the South. Much of our bad weather comes from the North. Another point is that the birds get plenty of sunshine, which they seem to like.

2. The platform of the loft. My loft is so constructed that I have a platform on cement blocks. It is a good idea to pour pillars, (which I unfortunately did not do).

The reason for the platform was to elevate the loft off the ground at least 18". This allows air to circulate under the loft and helps towards a drier loft. The platform should be built sturdy because it has to hold a lot of weight. My platform is 10 x 14. I use 2 x 6 beams and 3/4" tongue and groove sheathing. The platform should be braced. I placed the beams 16" on center. Once completed the platform will hold the loft you intend to build.

Framing the loft. When framing the loft the fancier should use at least 2" x 3" studs. They should be placed 16" on centers. In some instances heavier studs might be required if the fancier goes to a larger loft. Windows and door openings should be framed before sheathing is applied.

Sheathing. Tongue and groove or plywood can be used as sheathing. It's up to the fancier which he prefers to use. I would suggest using at least 1/2" plywood. If plywood is to be used it should be nailed every 6". When tongue and groove sheathing is used, it should be toenailed when it is applied to the studs.

The Roof — Perhaps the most important part of the loft. Its job is to keep the elements out of the loft. When the fancier has completed framing and sheathing the loft, the next step is the application of the roof. Shingles may be used if the pitch of the roof is more than 4". I would suggest using a seal-down type of shingle. These are good because they will not be ripped off in high winds. If the roof has a pitch of less than 4" I would suggest that you use oiled roofing. The rolls usually have a selvage of 17". It should be applied with liquid tar. No nails should be showing. The way to do this is to nail the top of the sheet only.

When applying the roof, the fancier should at the same time install roof vents. They are very important because they help to remove stale air in the loft. You should have at least two vents, to insure a proper flow of air throughout the loft. They should be positioned near the highest point of the roof.

Siding — A wide variety of materials can be used for siding. I prefer asbestos, but the fancier should use any material he wishes to. Before applying the siding the fancier should apply 15 pound felt. If the fancier lives in a very cold climate I suggest he use 30 pound felt. It will help keep out really cold weather.

Fly Pens — When constructing the fly pens I used 2" x 2" cedar. Before applying the screening I framed out the fly pens and applied a coat of linseed oil. It helps to prevent the wood from deteriorating rapidly. After this I started to apply the screening. First I applied the bottom of the fly pen. I used 1/2" screening. The reason I used 1/2" screening is that the birds walk upon this screening. It also allows the droppings to fall through. It helps to prevent sickness. For the front and sides of the fly pens I used 1" x 2" screening.

After this had been done I painted the whole fly pen to give it a finished look. Landing Screen — The flying Tippler should have a landing screen. This screen should be constructed so that it is higher than the roof of the loft. The reason behind this is that birds will use this screen to drop in on. It should contain a set of bobs or a trap door so they gain entrance to the loft when they drop in. The top of the landing screen should be covered with 1/8" wire screen. Some fanciers cover the top of the screen with plywood or tongue and groove sheathing, but I prefer screening because it allows snow and rain to drop through.

Interior of a Flying Tippler Loft

The interior of a flying Tippler loft should be partitioned into three sections: One for breeders, one for young birds, one for kit birds.

Nest Boxes — The nest boxes of a flying Tippler loft need not be very large. I prefer a nest box 12" x 16". Some fanciers prefer a larger nest box, and it is up to the individual as to what size he prefers.

Nest fronts give a neat appearance to the interior of the loft and the birds like them. I like them because it aids in mating-up pairs of birds, and it affords the birds a quiet place in which to breed their young.

Box perches should be installed in each of the three sections of the Tippler loft. The reason for this is that the birds have a place to perch when they are not breeding. In the case of the young bird section, I have installed enough box perches to insure that each bird has a place to perch. The box perches should be at least 10" x 10" for flying Tipplers. I prefer them 12" x 12". They should be constructed with 1" x 4" lumber.

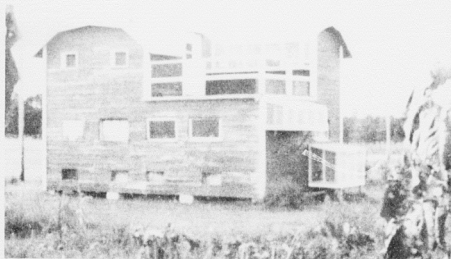
The kit section of the loft should be constructed so that each bird will have a separate box that it can be placed in after a training flight. The box should be constructed so that the birds cannot see one another while in the loft. The front, can be made of dowl or screening. Provisions should be made on the front so that feed and water cups can be placed on them.

Every flying Tippler loft should have some sort of electricity. The reason for this is that the flying Tippler fancier who intends to fly in competition will have to feed his kit birds by artificial light. Also, it helps to have electricity in the loft when the days get shorter and the fancier returns from work in the dark. By having light in the loft, the fancier has the opportunity to feed and water his birds and spend a little time with them.

I hope I helped in some way to describe how a flying Tippler loft should be constructed. If any interested fancier has any questions concerning the building of a flying Tippler loft, contact me and I will be glad to answer any questions you might have.

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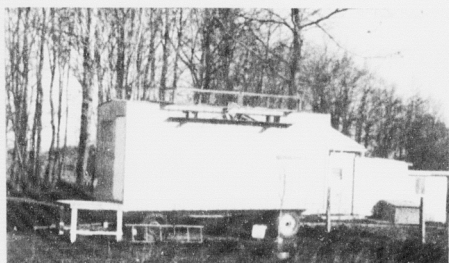
TIPPLER LOFTS



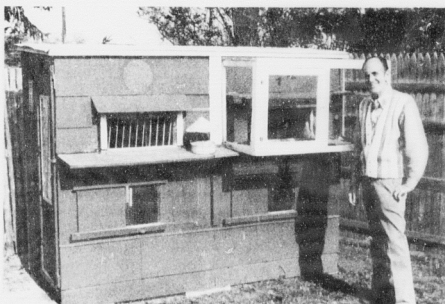
Tip-In-Tail Loft of Tim, Lynn and Aaron Kvidera, Mn. Two story design has Tipplers upstairs with Indian Fantails & Fantails down.



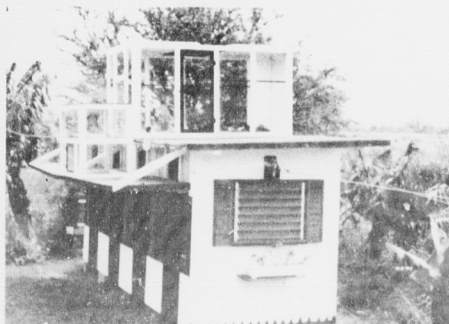
Dropper and Tippler Loft of Dick Seabridge, N.J.



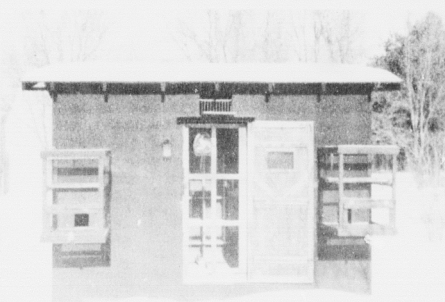
Loft of Udo Begert, Ayr, Ontario.



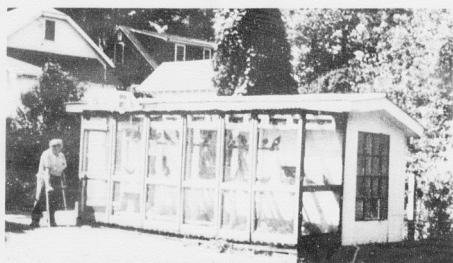
Bill Conboy, N.Y., alongside his Tippler Loft.



Loft of Joe Smith, Hawaii.



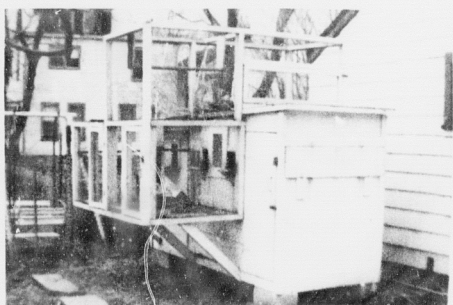
Howard Johnson's Tippler Loft, MN.



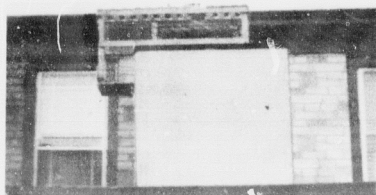
Lou Wolfes' N.Y. Loft



Dan Licursi and Loft.



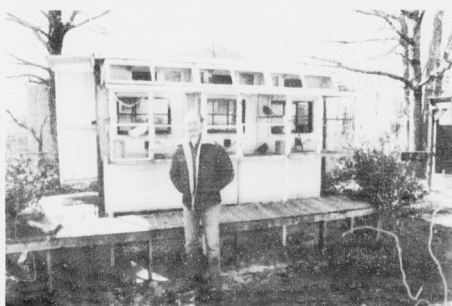
Loft of former member of the ATU, M. Seiler.



Mickey Conticchio's Flying Loft in N.J.



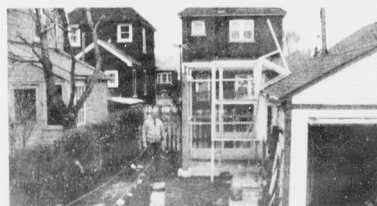
Rooftop Loft of J. Frey, on left and S. Ogozalek (prior to 9-78) in N.Y.



D. Zink of N.Y. in front of his Loft.

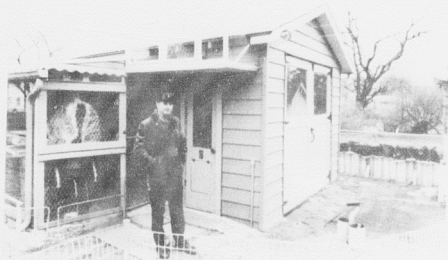


M. Conticchio's Breeding Loft.



Harry Hunt and his Loft in Toronto, Canada.

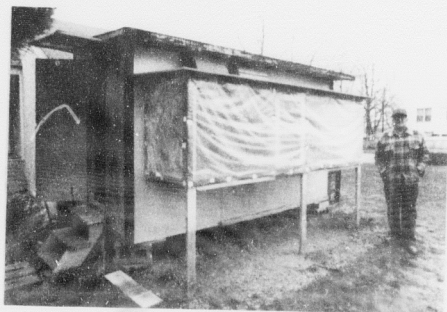
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A. Schepige and his loft, N.J.



J. Lombardo at his N.Y. Loft.



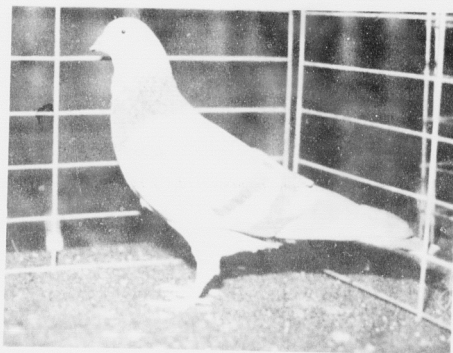
Loft of E. Grollman, N.J.



Lou Wolfe — Longtime member & benefactor of the ATU.



Oskar Zovic of Toronto, Canada.



Show Tippler belonging to E. Buraczewski, 1st Place at ATU Show.

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Presenting The National Tippler Union of Wales

by John Richards Treboeth
Swansea, Wales
by James F. Smith
Norwich, Conn.

Thanks to the efforts of Wayne Tomsic (Broadview Heights, Ohio), an active member of the FTA, for coordinating this Special and to the generous, dedicated actions of the Hon. John Richards, Secretary of the N.T.U.W., it gives me great pleasure to present you, dear reader, with some marvelous insights into a real hot bed of Tippler flying and tradition.

A hopeful inquiry to the Independent Welsh Club was answered with a heart warming reply plus pertinent data on the activities of the N.T.U.W. Now the notes from John Richards: "James, Thank you for your letter, it's nice to hear from you. I enclose your membership to the N.T.U.W. Enclosed are a few photos of some of the hens that I flew. Listed are some of my results that I have flown. Over 18 hrs. Whitsun 1968, 18 hrs. 03 mins. Whitsun 1970, 18 hrs. 05 mins. Whitsun 1966, 18 hrs. 50 mins. New Fly 1971, 17 hrs. 05 mins. Whitsun 1972, 18 hrs. 12 mins. Whitsun 1976, 18 hrs. 37 mins. Whitsun 1972, 18 hrs. 06 mins. Whitsun 1975, 18 hrs. 07 mins. Whitsun 1973, 18 hrs. 22 mins. August Young Bird 1971, 15 hrs. 50 mins. August 1970, 14 hrs. 40 mins. Long Day 1975, 19 hrs. 29 mins. The rest are too numerous to mention. I have missed kits of cocks at 19 hrs. 35 mins. and 19 hrs. 15 mins. but I have never missed a hen on competition day all the years I have flown them. I enclose all our results and some N.T.U. results which will confirm my times (indeed they do). JFS).

On the back of the photos are the times that the hens have flown. Training is every other night if possible: 5, 6 or 7 hours including 1 to 1½ in the dark. I feed in training chicken corn only, for both old and young alike. My feed is made up of 2 lbs. chicken corn, 1 lb. hemp, 2 lbs. tares, 1 lb. white dani, 1 lb. red dani, 2 lbs. groats. This is mixed together and fed to the kit starting a week before they are going to fly in competition. I also give Rue tea which we grow in our gardens here in Wales. It is grown in nearly every garden: there is a great demand for it.

Feed-up—Sunday: chicken corn, Rue tea. Monday: above mix. Tuesday & Wednesday: feed same mix. Rue tea on Wednesday. Thursday: 2 spoons mix. all the canary they can eat. Friday: same as Thurs. Saturday: NO FEED AT ALL. Sunday Morning: 1 hour before release, as much trill (???) as they can eat. As you can see my feeding is very simple but I had good results!

Rue tea: full egg-cup of Rue to every pint of water. Also 1 stick of Spanish Root (???) and 1 large spoon of sugar to every egg-cup of Rue. Boil for ½ hour and left to cool and then bottled for later use. 1 egg-cup of this mixture per pint of plain water is the way I give it to my birds. I also give it to my birds in training as it is a tonic and it also cleans them out naturally.

As you can see we broke away from the N.T.U. of Great Britain and formed our own National Tippler Union of Wales in December of 1975. I went into partnership after we broke from the N.T.U. as you will see by the name on the results sheets (J. Richards/R. Williams: JFS).

I enclose our diplomas and time sheets and programme sheets since we started. I also enclose your membership to the N.T.U.W. I hope these give you some idea on how our club is run here in Wales. I hope one day you will be able to come over here (I hope so too, John: JFS). I am sure you will have a great time touring all the lots here.

I used to fly with Brynhyfryd, Welsh National, & N.T.U.W. I have been Secretary and Treasurer of Brynhyfryd and W.N.F.S. but I gave them up to take over this club.

We started off with nothing and now you can see we are a growing club with L = 400 in the bank and over 100 flying members and about 25 non-flying. We have trophies for nearly all our matches which were all donated by most of our members. The competition here is great and, as you can see, the times are not too bad (I'll say: JFS), although we would like to break the World Record.

I have now packed in flying the Tipplers and have turned over to facing Homers as we are getting a lot of trouble with Falcons, and I am getting on a bit now and cannot take the soakings while training the birds. I have been on the loft til 2 or 3 in the morning trying to drop the kit.

Well, James, I must break off for now. I hope to hear from you soon. John. While reading these notes I can't help but think of the late Robert Funk. Bob was a flowery type orator who had an on going love affair with the terms, methods, and personalities that make up this thing we call English Tippler flying. How he would have loved this for they are all here. Davies, Hughes, Cullen, Jones & Son, Marlow, George, Burrows, Curry, Newton, Boden, Passmore, and others whose names we are familiar with. However, how about some names of flyers we don't know? When Arthur Newton set the World Record in 1972 with 20 hrs. 07 mins., he was followed by T. Shields, Bently, 19 hrs. 30 mins. There are other fine gentlemen like Thomas, Lewis, Williams & Son, Hall, Hunter, just to name a few.

We have the result sheets showing the young bird record of T. George, 17 hrs. 50 mins. (World Record). R. Burrows record of 20 hrs. 02 mins. (1971), as well as Mr. Newton's. John also sent along some diplomas that are very attractive as well as air transfer forms and fly programmes. All very professional I can say.

The fly rules are very tough with fines being levied for various infractions. Some of the fines can be quite steep and can be aimed at referees as well as flyers. Inspectors will check up on proceedings and any shenanigans could find the perpetrator up in front of a committee with his flying future hanging in the wind. You will also notice that there is a designated starting time for each match and you had better start on the dot. There are novice classes as well as advanced.

Now competition is a matter of intensity and while we do not lack for intensity here in the States, let us couple this ingredient with a little Welsh know how and see what happens.

Whitsun 1976—Winner: Kerslake, of Northill, 19 hrs. 10 mins. Tied with Griffiths Bros., Northill, 19 hrs. 10 mins., Tabram, Northill, 18 hrs. 55 mins. Mages, Brynhyfryd, 18 hrs. 55 mins. East Wales: Morgan, Brynhyfryd, 18 hrs. 41 mins. West Wales: Beck, Fairfield, 18 hrs. 25 mins. Team Winners—Brynhyfryd: J. Richards/R. Williams, 18 hrs. 37 mins., Mages, 18 hrs. 55 mins., Morgan, 18 hrs. 41 mins. Total = 56 hrs. 13 mins.

N.T.U.W. results for Long Day 1977—Winner: Morgan, of Brynhyfryd, 19 hrs. 45 mins., Darracott, Fairfield, 19 hrs. 41 mins., Jones, Fairfield, 19 hrs. 31 mins., Beck, Fairfield, 19 hrs. 23 mins. East Wales: Callard, Brynhyfryd, 19 hrs. 03 mins. West Wales: Murray, Northill, 19 hrs. 01 min. Team Winners—Fairfield: Above 3 flyers, Total = 58 hrs. 35 mins.

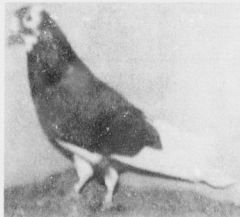
N.T.U.W. results for New August, Young Birds—Winner: Eisey, of Bonymaen, 14 hrs. 25 mins. Followed by Murray, Northill, 14 hrs. 15 mins. The following Gentlemen all flew 14 hrs. 05 mins. Thomas, Bonymaen, Gay, Cadie, Medicke, Cadie, Davies & Son, Welsh National, East Wales: R. Williams, Brynhyfryd, 13 hrs. 41 mins. West Wales: Peake, Townhill, 14 hrs. 03 mins. Team Winners—Bonymaen: Above Flyers plus Mr. Warwick, 12 hrs. 35 mins., for a total of 41 hrs. 05 mins. (1979 contest).

I could go on but it doesn't change. The times are fabulous! The names change, however, and I regret not being able to give deserved accolades to each and every flyer of Wales, for I would if I could.

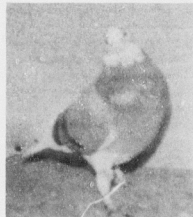
I tried to spell everything correctly as I took everything off the timer's report. It appears that the first 4 places are awarded across the board and then the sections have their winners. An interesting concept is the team or shield practice. The Union runs the team competition, each team to consist of three nominated competitors of the same club. The total hours constitute the winner. Perhaps a program of this type could be worked out here at home.

I have tried to cover everything the best I could within the space available. I cannot pay tribute to each and every Welsh flyer so I must do the next best thing. I salute you, the members of the National Tippler Union of Wales, in the West: Llanelli, Townhill, Northill, Fairfield, Clase, Cadie, East: Brynhyfryd, Welsh National, Cardiff, Aberdare, & Bonymaen. May you enjoy many happy days flying your birds and enjoying your way of life.

John Richards, my Friend, thank you for your generous contribution to our Tippler Special. You have added an extra dimension to our Tippler issue. I know the readers will appreciate and enjoy, as well as learn from, your most interesting notes. Continued good health and success.

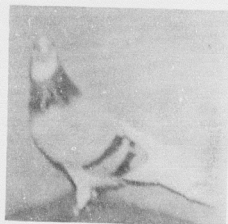


Cock, Aug., Yg. Bird.
15 hrs. 50 min.

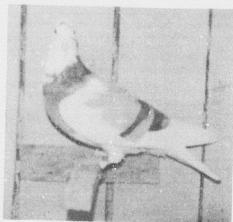


Hen 19 hrs. 12 min.

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Hen - 19 hrs. 12 min.



Hen - 18 hrs. 22 min.



18 hrs. 6 min.



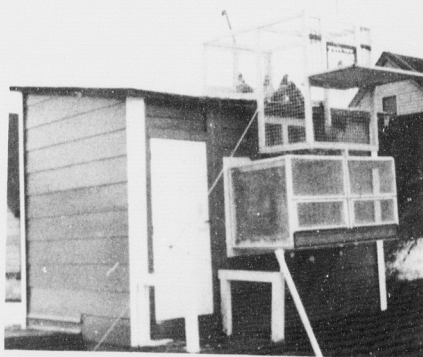
Hen #1 stock, 19 hrs. 12 min.

All above bred & owned by John Richards, Treboeth,
Swansea, Wales.

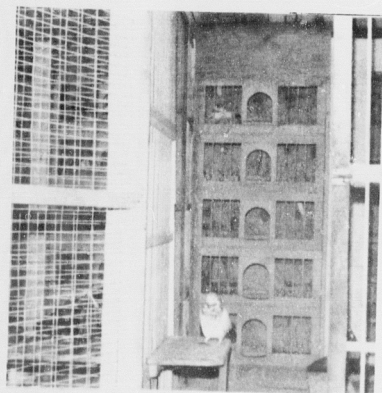
The Al Lukez Loft



Al & His Loft.



Close up view of Loft.



Al's Breeding Loft.



Kit Box "Community Type".

IMPORTANT POINTS IN HIGH FLYING

Sound Advice to the Beginner — by S.E. Shakespeare

Once again I have the pleasure of writing for PIGEONS Christmas Number. I would first offer my sincere greetings to all, hoping the future holds brighter prospects in every sphere of work and sport.

There is vast room for improvement in our particular hobby and for that reason, in this article, I don't intend spilling ink on any one subject, but to give an interesting account of the Fancy past and present. Should this happy issue be arrived at, I shall be more than compensated for any trouble that may have attended my labors. Before commencing, a few words on hobbies will, I think, not be out of place. Everyone ought to have a hobby of some kind. A doctor once said, "A hobbyless man is only half a man". For those who are engaged all through the day, what can be more pleasant than to come home at night, and for the time being, forget business and devote their spare moments in their hobby?

He chooses best whose labors entertain.

His vacant fancy nist: the toil you hate

Fatigues you soon, and scarce improves your limbs.

In the following chapters I make no apologies if my article gathers a personal tone, while on its travels, in order to make it both interesting and instructive, especially for those just entering the fancy.

No one can say for sure where and how the Tippler first originated, many have attempted to trace its origin, but I doubt even now if historical records were referred to, that we should be any nearer our objective. The breed being firmly established, I think it best to give up trying to find out something which will ever be shrouded in uncertainty. The late G. Smith of Nottingham, talked of them early in the eighties, but he could not touch the truth as to their origin. But as the present-day Tippler is flown from light to dark what more can be desired? Many times I wonder how the existing records will be broken.

I have always had a liking for pigeons from a very early age. I well remember buying a pair of Fantails and keeping them in an old bacon box. From then my love for the feathered tribe has been keen and sincere. My entry in the high flying Fancy was the result of seeing the antics of the flying Tumbler then kept by local fanciers. Once having got the fever, and wishing to lengthen my birds' time on the wing, I sent for three Tipplers from Mr. Henson of Ripley, Derbyshire. He, poor fellow, was nearly blind the last time I saw him in 1924, with the result, I believe, he is now out of the Fancy.

They were a lovely type of high flyer breeding, the sweetest duns, dun flights, light prints, and so on. Still, somehow I desired something better. So clearing them all out I began again, and my present stud today stands as it was in the beginning. I have wasted needless cash, and had my ups and downs, but the experience was worth it, and has made my interest keener than ever in this absorbing hobby. Competition Flying was of no interest until I began to realize that in some people's minds I was making false claims. Nevertheless, they will never take away the pleasure I derived when flying was pleasure only. The future will prove whether I made too bold a statement with my birds' performances in those days.

The fancier has yet to be born who can beat a display given by a kit unrestrained and flying for the sheer joy of living. I have flown as many as fifty on the wing, although not by any means flying in the teens of hours. They have, however, given a short display well worth watching, and a pleasure to behold. Competition Flying is a monotonous procedure at anytime and if it was not for providing proof of my birds' merits I doubt if I should go to the trouble it requires.

Handicap flying was first promoted by the late George Smith. They were just as keen then for long time flying, as the following records show. A contest took place in June, 1876, between J. Ball of Macclesfield - time - 11 hrs. 8 mins. and J. Hall of Stockport - time - 9 hrs. 28 mins. Mr. J. Hall was a very old fancier, and even today some strains contain his breed. He died a few years ago, a very old and respected fancier.

Again, we find a contest between two Nottingham champions - G. Smith - time - 9½ hrs. and G. Yarwood - 10 hrs. 50 mins. in March 1884. Flying young Tumblers July 1884. Flying young Tumblers 1889 (July) George Smith flew the longest time on record, 11 hrs. 10 mins. What a vast difference compared with the present day performances. When Mr. D. Middleton, flying in the old original F.F.S. 1921 long day fly, broke the world's record with the marvellous time of 19¼ hrs he flew a kit of five hens. For many years past the record had been held with cocks, in fact I think the last Fancier to hold the record with hens was Mr. T. Corbishley of Sheffield.

The nearest to these times flown in the last century is Mr. Johnson's time of 16 hrs. in 1899. Surely we have plenty of old fanciers still with us who could give us more interesting data.

So much has been written for the benefit of the beginner, that really I don't know where I can emulate past writers on our hobby, possibly I can revise the past

system to our present day methods. This is simplicity in itself if the newcomer uses tact and judgment, followed by the advice given so freely in the Press. Let us start right from the first, when the beginner contemplates joining this hobby

FLYING FOR A HOBBY

The flying birds should be kept separate from the stock birds. A suitable loft would be seven feet long, five feet wide, seven feet high at the back and six feet high at the front, with a door in the center at the front, boarded half-way up to the door, the rest fine mesh wire. A slide then should be made in case of bad weather, which can be adjusted to your liking.

The internal arrangements should consist of two flying lofts and the place for breeding, by putting a shelf on each side 3 ft. 6 ins. from the floor, and 2 ft. 6 ins. wide. This leaves you a passage 2 ft. from the front to back.

The top places should be partitioned off by slides, and ample ventilation given by using plasterers laths where possible, but on no account to allow the birds seeing each other. A window should then be fixed to each flying loft, 18 in. by 9 ins. the glass to be frosted. You can then have the cocks on one side and the hens on the other, as it is best to fly either all cocks or all hens. You should also have young birds separated when not breeding. If you are flying young birds it does not matter about having them mixed, and youngsters are best for novices to start flying with.

We will suppose you have five or six youngsters of a good flying strain, and you would like to know how long they would fly, and at the same time you would like to see them fly from ten to twelve hours. As soon as you have got them settled and they know where they live, stop them from running about, also please note that good droppers are of great importance. Fantail hens are by far the best, and these should be kept tame and on the hungry side when in use. When the youngsters have had their fly, and you see they want to come down, put the droppers out and entice the flyers in. By doing this gradually they will respond to your call, provided you keep the other birds inside the loft while these birds are having their fly.

In time they will wait for your call or for the droppers being put out. If they should happen to drop before you have time to put the droppers out, frighten them up again. Let them fly for about five minutes, then put your droppers out and whistle them down.

The staple diet should be good, sound barley, fed each night, and after they have had their fill give them a drink of clean water, then take it away. Let them out on alternate days, and give linseed once or twice a week on the days they stay in. After about three weeks training they should understand what is required from them and might fly three or four hours on the above diet.

When you decide to have a good spin their food must be changed. We now come to the hardest and at the same time, the most interesting part, that is, to prepare them for a long day fly. What to give them is a matter of opinion, because what suits one will not suit the other. The best plan, therefore, is, on purchasing stock, to ask the late owner how to feed your birds to attain such flights of duration. It does not require a drug store, but just sensible advice with a mixture of common sense to fly these birds. Many are misled at the first onset, but good plain corn given with discretion, and each bird treated individually, will if you persevere, attain your ambition sooner or later.

Beware of the dealer who sells on the fly-all-day kind of stunt. Many Tippler fanciers run away with the idea that if they only knew what so-and-so flew on when they did eighteen hours they could do about the same with their own birds. This is a great mistake. It is not a matter of feeding only. The most important point is the training. Unless they have had a proper schooling from their early youth they are a dead failure, simply because they have not been taught what you want them to do. They never fly until they are tired, but just drop when they think they will.

FLYING FOR COMPETITION

In flying for competition you must train your birds to drop at dark. When I say dark, I really mean dark, not twilight. Having selected your birds for competition, the best way to teach Tipplers to do this is to put them on the barley diet every night, as mentioned before. Now, instead of turning them out to fly, let them run about the loft for an hour before it gets dark. Keep them there until it goes dark, then entice them into the loft by lighting a lamp inside, and throwing a little seed inside the place in which they are kept. Do this until you see they are not afraid at being out at dark. You will then be able to drive them in with a stick instead of using seed or some sort. After they understand the darkness, stop them running about and start them up, making them fly as soon as you let them out, for about twenty minutes. If they show signs of settling elsewhere, put out your droppers and whistle them down, letting them stay on the loft top until it is dark.

Each time you let them out drop them at dark, or as near dark as you possibly can. Always give them what they can do easily, providing they are dropped at dark. Do not fly one day at such a time and alter the time the next day. That leads to nowhere. Try and arrange that they are flown and dropped according to the weather, time of darkness, etc.

Some fanciers teach their birds to come at dark by throwing them up a few hundred yards away from the loft at dark and attract them by a lamp or their call. It must be remembered that the birds rely upon the owners call more than anything after dark.

BUYING AND SELECTING STOCK

When you intend to purchase your first stock birds, think not only of the present but of the future. Make up your mind to buy few and good. An extra shilling or two speculated in the right quarter, with an eye to what you want, will give far more satisfaction than the purchasing of a lot of mongrels.

We will assume you want to begin with four pairs, and that your loft is quite ready for them, and also you wish to fly into the teens with their offsprings. Get into touch with an honest and consistent competition flyer. Explain fully your wants, the depth of your pocket, and the rest lies on the seller's honesty. Also get intimate information of what corn suits them best, and the management they have been accustomed to in feeding and flying.

Flying Tippler Endurance Records

James F. Smith
Norwich, Conn.

It gives me great pleasure to present to the readers of our special the most recent collection of world and national Tippler flying records that we have at our disposal. Before getting to it I believe a word of sincere thanks is in order to Wayne Tomsic and Stan Oozalek for their efforts in bringing this special issue about.

World Records: Old Birds—Jack Boden, Birmingham, England, 20 hrs. 40 mins. June 22, 1975. Young Birds—Gordon Hughes, Derby, England, 18 hrs. 7 mins. (6 birds) July 1, 1973. East Germany: Old Birds—Graf, East Berlin, 16 hrs. 56 mins. 1975. Young Birds—Wolff, Magdeburg, 14 hrs. 16 mins. 1975. West Germany (DFU): Old Birds—Alfred Liemen, Dorsten, 18 hrs. 49 mins. June 18, 1978. This time is also the Continental European Record. Young Birds—Dieter Arndt, Hamburg, 17 hrs. 46 mins., 1967. Belgium: Young Bird time only—Van Ouwkerk, Berchem, 12 hrs. 42 mins., September 3, 1977. Switzerland: Old Birds—Dr. Dusan Krnja-Aman, Aarau, 17 hrs. 24 mins., June 23, 1979. Young Birds—Dr. Krnja-Aman, 14 hrs. 45 mins., July 2, 1978. Netherlands (Dutch Flying Tippler Club): Old Birds—H. G. van den Broek, Delfzijl, 18 hrs. 38 mins. 1969. Young Birds—C. de Haas, Hilversum, 17 hrs. 18 mins., July 1951. Roumania: Old Birds—Remus Berian, Timisoara, 15 hrs. 6 mins., 1978. Young Birds—Berian, 14 hrs. 9 mins., 1977. Ireland: Old Birds—Berian, 14 hrs. 9 mins. 1977. Ireland: Old Birds—Roy Lilley, Ulster, 19 hrs. 30 mins., June 18, 1978. Yugoslavia: Old Birds—Ziva Jovic, 15 hrs. 56 mins., 1978. There is also Tippler activity in Spain, France, Czechoslovakia, and Greece as well as Australia and New Zealand, however I have no times from these countries at present. North American Records: Old Birds—George Vertolli, Toronto, Canada, 17 hrs. 29 mins., June 19, 1966. Young Birds—D. M. Prud'homme, Toronto, Canada, 15 hrs. 58 mins., July 10, 1955. United States Records: Old Birds—Fred Erbach, New York, 17 hrs. 18 mins. May 23, 1937. Young Birds—William Hoffman, Baltimore, Maryland, 13 hrs. 58 mins., June 9, 1957. Stock Fly—Frank Ratel, Bayport, New York, 10 hrs. 20 mins., October 28, 1978.

FTA Honor System Records: Old Birds—Tim Kvidera, Anoka, Minnesota, 15 hrs. 12 mins., May 22, 1976 and Stuart Ferguson, Brooklyn Park, Minnesota, 15 hrs. 12 mins., May 12, 1979. (co-holders) Young Birds—"Red" Dubuc, Holyoke, Massachusetts, 16 hrs. 15 mins., May 29, 1960. Stock Fly—Doy Payne, Baltimore, Maryland, 8 hrs. 27 mins., October 29, 1977.

American Tippler Union Records: Old Birds—Robert Kennedy, Deer Park, New York, 15 hrs. 4 mins., June 22, 1975. Young Birds—Howard Carlson, Queens, New York, 13 hrs. 47 mins., July 3, 1976. Gang Fly—Robert Kennedy, Deer Park, New York, 11 hrs. 1 min., October 13, 1973. Five Bird Kit—Michael Conticchio, Jersey City, New Jersey, 11 hrs. 9 mins., October 10, 1976.

To the best of my knowledge these times are all up to date and as complete as is possible. I wish to thank Heinz Kaupschäfer, of the German Flying Tippler Union (DFU), for his hard work and dedication in compiling the bulk of this list and sending it on to us. We very much appreciate it.

I hope this article clearly illustrates the goals one must set to reach the top rung of the ladder in this hobby. However all of us cannot be record holders and that is the sad truth of it, but look at all the enjoyment one can have flying. That is the very essence of life itself!



Ted Pierog and his Tippler Loft.

"MY TIPPLER EXPERIENCE"

by Ted Pierog

After being asked many times by Wayne Tomsic to write an article I finally agreed. I am 62 years of age and have had birds all my life. My father had them, and that's how I got started.

I have had flying rollers, or tumblers, which I can honestly say are still my favorite. One can find these any where from one hour to ten and longer and with a much larger kit. I've had a kit of 21 rollers go over 10 hours with three judges watching. Anyway, let's go to the Tipplers.

I've bought some locally, but wasn't satisfied with their performance. So, I went to Canada. I got some birds from Robert Ball and Frank Cockran. The birds from Cockran were the small type. They flew well and up in the blue which I like. Not being satisfied, after many letters and governmental requirements, I finally imported 10 birds from Mr. Jack Boden, a world record holder in 1969. He was good enough to sell me the birds, which I finally received and started into Tippler flying. He also wrote on how to train, etc.

First thing to do is build boxes or a little 3' x 3' roof with 5 to 9 perches. Try to raise your youngsters all at the same time. Wean them 25 days of age. Put them in the small coop and teach them to eat only when they see a dropper, everyone should know what that is. Leave them go in and out to the top of the loft for a few days. Feed them only barley, one ounce per bird, and water a half hour later. They seem to know the roof. I tape 4 flights on one wing for two days, so if they get frightened they will stay on top of the roof.

Then the tape comes off and they are left out one half hour before dark. If they take off immediately, put out the dropper. After a week they will know where to drop. Now let them out and let them fly about ten minutes, but don't let them go too high. Keep this up every day, weather permitting. After they've been going 2, 3 or 4 hours, separate and put them in their on boxes, or little coop, which ever you prefer.

Now we get down to business. Feed every night at the same time, and a half hour later water to drink. See if you can get them to fly on the barley 6 to 8 hours every other day. For instance; fly Sunday, rest Monday, fly Tuesday, rest Wednesday and Thursday, fly Friday, rest Saturday. If the birds are right they will fly.

Three weeks before the young birds fly comes up, train twice a week only. Fly Sunday, rest Monday and Tuesday. Fly Wednesday, rest Thursday and Friday, the week of the fly date. After Wednesdays fly feed canary seed, one half ounce in the morning. At night, feed one half ounce peas and verch and hemp. Friday, feed one half ounce canary seed in the morning with one half ounce rape seed and

brown rice. Give them water with vitamins in it. Saturday give them all they want to eat, but mix their feed with V8 juice, Vionate, and powdered vitamins, and minerals in it, and give water. Now do not feed till midnight this time, and give them all they want to eat, mostly rape seed and rice, as these two seeds keep them from wanting to drink water. An hour before you let them out make sure they get a drink of water. They should fly now at least 10 to 12 hours or longer, if properly trained.

If you let the birds control you forget flying them. Do not feel sorry for them if they look scraggly. Do not keep changing them all the time and get rid of the ones that are lagging behind, regardless how well they're bred.

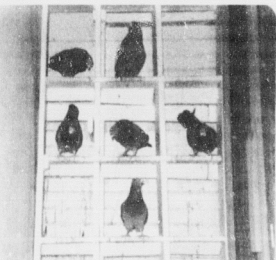
Patience and common sense are required in good flying. Be strict and especially watch out for a light east wind because then you can kiss them good-by. I don't have Tipplers now as I have racing homers, but at the rate feed cost and training, it cost a fortune. I probably will go back into Tipplers, as these can be trained in your own back yard. Besides, Wayne is always trying to give me birds, which I have watched fly, and I like their style.

I forgot to mention, I also feed them regular commercial feed, when not flying in competition, as I used to fly non-competition birds in large flocks 10 to 25. My wife used to put them up at 8 in the morning and when I'd come home from work at 4 o'clock lot of times they'd still be up. This is what you call good flying. It is also better to watch a large kit fly. The Cleveland Roller Club boys fly rollers here for time only. They fly a minimum of 9 birds, and a maximum of 15. Someone just broke my record of 8 hours 50 min. Which stood since 1952 till now. He flew over 9 hours.

Beginners will be confused, but they must remember patience pays off. Get good birds as their are plenty of them around. And do not listen to these "know it all non-flyers." Be strict, cull, train and don't give up. You will be eventually rewarded.

By the way, I met Mr. Ogozalek and he is a very hard worker and he will be a tough competitor. If this is of any help to you.

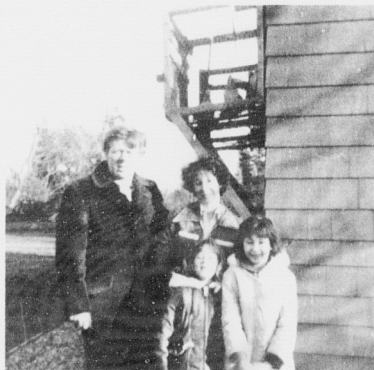
James F. Smith's Loft Norwich, CT.



Some of Jim Smith's Lovatts and a dropper.



Trophies & Diplomas won by Jim Smith.



The Smith Family —
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Boost The
Tippler Sport

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Clawson, MI 48017

Breeding Season With Flying Tipplers

by Masser Shirakbari

Breeding season in the Flying Tippler Sport usually starts with a bang and we like to keep up the pace for a while until we have a few youngsters out and settled to the loft. This stems from the fact that the Young Bird Flying Competition Series starts at the beginning of the Summer. This would give the breeder a limited time from Mid-Jan. to the first part of June to pair up, breed a few young ones, select among them, settle, train, and have a kit ready for Summer Competitions. Considering the fact that losses with Young Flying Tipplers is at a high rate, then putting together a workable kit of well performers, the Tippler flyers have a challenging, and yet well rewarding journey ahead of them. By passing the following notes to you, I hope that you find them useful as a reminder and helpful in parts that can be applicable to your system and aid you in having a successful breeding season.

It is best to have the cocks and hens separated during the year when not breeding and having the breeding boxes shut off to prevent birds from continuance of possession of the breeding boxes. This separation of sexes provides a chance for the hens to recover from being driven for eggs by cocks, getting pecked at to the extent that they can not eat and rest peacefully, resulting in a run-down condition. When separated, both hens and cocks will be in good physical condition, eager to mate, and will accept any of the boxes you choose to offer them. Although they always prefer the old nest box and same should be offered if old pairs are used.

Pre-treatment of breeders may not be necessary but it is recommended. Those, such as change of diet from straight grain, barley alone or barley and wheat mixture. Addition of seeds such as hemp, canary, rape and millet, etc. to a good well balanced diet for a month before the breeding season should be helpful in conditioning them. Particularly if we are to mate and breed out of a pair or two of youngsters that have not had the experience of breeding. Also, another aspect of the pre-treatment may involve deworming procedure and preventative treatment for Canker. The latter becomes more of a significance due to the fact some birds may carry the protozoan organism but not be affected themselves. During feeding, a small scratch could provide the means of entry for the organism from parent to the young. This is one of the reasons that Canker becomes more prevalent during the breeding season and particularly with the young ones from one to three weeks of age.

With us keeping our birds in loft or in air, and hopefully never allowing them on the ground, worming may not be as necessary. However, considering the fact that organisms have strange ways of getting in places, one cannot be at all surprised to find his breeders with little appetite, lack of eagerness to breed, with pale coloration of mouth. Although, these symptoms may be common for other diseases, one can not rule out the possibility of presence of round worms (Ascariids) in the birds. De-Worming may be done before and after each breeding season. I prefer to do this while the cocks and hens are still separate. Flock treatment using liquid wormer for pigeons from a reputable supplier is most conveniently done by adding the recommended amount to the drinking water. I like to worm them on empty crop by placing the fountain containing the medicine before them in the evening without feeding them, and removing the fountain the next day about noon. By then most of them have drunk at least once.

Preventative Canker treatment is a good idea before and after each breeding season, and during the season if the disease appears in the loft. Using powdered Enheptin available commercially for flock treatment for a period of few days should be quite helpful. For treatment of the disease, should it appear in the loft during the season, I like to use Metronidazole (Flagyl). It is good that the fancier be observant of young birds with a crack or opening between the upper and lower beak. If such is the case, one should check the young birds mouth and look for a yellowish cheesy growth in the throat. Also, the navels are to be checked for redness and infection, which confirms the presence of Canker. If the condition is caught early, I have found the usual Canker treatment to be effective. If the condition is too far gone, I do not advocate persistent treatment in trying to save the youngster. I recall once I was confronted with a youngster who came up with few illnesses one after another and I was not able to give up on the bird. The bird was finally saved after a long struggle and special care. All I had on my hands was a shabby looking bird with almost all skin, bone, and dried up feathers. The bird could not fly from the end of the yard to the loft top. In the Flying Tippler Sport we need strong, healthy and vibrant youngsters. Saving unhealthy, sickly birds is far too far away from our needs, for purpose of competition flying.

It is good to breed from older and experienced pairs of breeders. Yet we are to depend on the cream of the crop, that is our best flyers, to produce better flyers each year. As the result, bringing new and inexperienced birds into the breeding coop is the inevitable we have to reckon with. Introduction of a new pair in the breeding coop can result in a lot of headache, if not handled properly. Birds fighting, nesting in corners of the loft, stronger running the weaker out of their

nest, ect. — Same is true if an odd cock or hen is left in the breeding coop. They should not be left there.

The previously mated pairs could be put together in their old nest boxes without any problem. The new ones are to be acquainted first by putting them in a mating coop partitioned with wires in the middle. After a couple days, if you find them cooing at one another, or when the cock cooes, the hen ruffle her tail for him or any other signs of courtship are seen, then the birds should be put together. They will mate in a short time. Some time we may have a valuable hen to breed, but she is resistant in accepting any cock. In this case, the best we can do is to try the technique of isolation and good food and hope that she goes for it. Put her in solitary confinement where she can't see anything or anyone. Offer her the good seeds mentioned previously and keep her there for a week. Then try her with the desired cock in the mating coop. I have lost at times and won on other occasions.

After all breeding boxes are filled and all pairs are mated, I prefer to let them out one pair at a time and see to it each pair has learned the location of their nest, going in and out without wondering around.

Each nest box should be large enough to accommodate two nest bowls, since the hen will lay another pair of eggs in two weeks or so after having the eggs hatched and still rearing their young. The nesting bowls should be of a material that does not harbour a variety of vermins and can easily be cleaned. Wooden nest bowls are least desirable. Nest bowls made out of earthenware are good, and I find the Paperpulp disposable type adequate for our purposes. For nesting material a variety of material could be used, such as Pine Needle etc. and I like straw broken in smaller pieces. I usually put a small amount at the bottom of the bowl and throw some on the floor letting the pair build their own nest. Most birds prefer to build their own, and certainly they can do a better job than we can. However, we need to watch them from overdoing it. Some keep building until overlapping the bowl. This may endanger the eggs or the young rolling out if they have a careless parent.

It is of utmost importance that we have all pairs lay within a few days of each other or about the same time. This makes it possible to have a round of youngsters about the same age from which to select and train a kit. How frustrating it is to have to wait for the second and third round before one can have something going. The first round youngsters are our best bet in becoming the front line for the Young Bird Series. They should be sufficient in number to compensate for the losses, leaving us enough settled birds to select from for a kit and a few reserves. Mass production is contraindicated for successful operation of a Flying Tippler loft. Always a reasonable number of birds, where one can select for their performance of every bird in the air, and therefore enable us to act the best.

If pairing is done the same day and all has gone well, we should find a single egg in the nests at about the 10th day. Then again this depends on such factors as weather, using young birds or old birds, and the type of feed used. As a general rule, in colder weather conditions, the hen is much slower in laying. Also, younger pairs will be dragging behind the old pros during their first year. Now, they skip one day and lay the second one the next day. I am not much for the idea of picking up the first egg, and replacing it with a dummy egg. The reason some do this is to assure that both eggs are hatched at the same time. I have found most birds do not sit on the first egg and start sitting after the second one is laid.

Checking the eggs for fertility can pay off by saving a lot of time for you and a lot of wasted work and energy from your breeders. After the second egg is laid, allow them to sit for about 3 to 4 days. Then check each egg by holding it between the thumb and forefinger, forming a funnel around it, looking through the egg in the sun or a strong light behind it. If the egg is fertile, one can see a spot and blood vessels radiating throughout the egg at this early stages of the embryonic development. If the egg does not show anything, then it should be thrown away, allowing the hen to lay again.

The incubation period is 17 days. If you count from the day when the first egg is laid, and therefore adding 2 days to 17, we have 19 days ahead for hatching. I usually look for the young ones on the 20th day. If they are not there, I suspect 3 things:

1. Infertile egg — I have missed during checking or did not check at all.
2. Spoiled eggs — Mainly due to improper care of parents or extreme weather condition. One should not forget this and enter it in the records. It is possible they repeat this again and again. This could partly be for extreme nervousness of one or both birds, leaving the nest every time one steps inside to attend to them. If the youngsters of this pair are a must to you, then your best bet is to transfer their eggs under a reliable pair for a couple rounds. Continuance of this is not recommended throughout the season as the driving cock can ruin the hen. Only a couple rounds or so, then separate them.
3. Sometimes the young one is incapable of breaking a hard shell egg to come out. If one has not delivered a baby before, it does not hurt to try it now. Using a knife and a pair of tweezers, one can go to work for a few minutes of a delicate operation, saving a perfectly healthy future Champ. Gently remove a strip of shell along the broad side of the egg, taking extreme precaution that the outer protective tissue is adhered to the youngster closely, and this must be removed. When this is done, I try not to handle the young. Placing it and the split shell back in the nest. Once the young can get his head out, the shell is thrown out by mama and the delivery is completed.

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In the early days after hatching, the young ones are fed "Pigeon's Milk" by the parents which is a soft suspension of food material. The longer the youngster receives this "Milk" the stronger, and healthier they become. As they get older more solid food is given by parents. At times you may find one youngster growing at a higher rate than the other. This could go far out of proportion that one would completely dominate during feeding, resulting in the other becoming a malnourished weakling if it managed to survive. Again we have no use for such a youngster and should avoid this situation if possible. Adoption method, if utilized in the early days, is a good alternative method. Here are a few pointers on adoption. The adopting family must have been in due process within the same schedule. That is, there is no more than 2 to 3 days difference between the two pairs from when they had laid eggs. If the adopting parents have lost one or both eggs or young, then they will gladly accept the young offered to them. If the adopting parents already has one youngster of their own, then make sure the adopted youngster is going to a nest younger than itself and not vice versa.

Young are to be banded at the age of 6 to 8 days, depending on their size. The proper method of banding is to hold the young in the left hand, and the band on the right hand, gently passing the three front feet through the ring and pulling the ring on over the back feet and the leg, clearing the back feet by pulling it through, placing the band around the leg over the feet.

In a few weeks the young have to be weaned, and the sooner they can eat and care for themselves the sooner we can put them up on the loft top. To speed things up, one way is to take them and put them on the floor at the age of 3 weeks. They will learn from the other birds to peck at the feed and shortly learn to eat and at the same time they will chase after their parents and get fed. They will come along quickly by this method. However, if you are reluctant in letting the young on the floor for possible danger of getting beat-up, then individual feed and water in the nest box for a few days to a week could do just about as much good. It takes longer for the youngsters to leave the nest, if left to themselves.

Spending an hour every day, giving them fresh feed, water and grit, a glance at every pair checking their progress, recording the necessary data, can go a long way towards a successful breeding season.

In conclusion we want strong healthy, and smart youngsters that can meet our demand for endurance flyers.

Wishing you a happy and successful breeding season.

THE BRIGHT STREET MILLIONAIRE The First "Ghost" Tippler Story

by Jack Prescott

During the Twenties, there lived in the Carbrook district of Sheffield, England, an old man who earned the title "The Bright St. Millionaire". In fact—I do not believe that he was very wealthy—but he owned property, had a coal and fodder business, several horses and rather a large house on Bright Street—close to the Carbrook Chapel—which is at this time used as a carpet warehouse.

Old Johnny Turner—was his name and he was a pigeon man. Above his stables was a very large upper floor—which he converted into a very large pigeon place. The only way in for a man was up through a trap door—up a ladder from the stables. The way in and out for the pigeons was through a few loop holes near to the roof gutter—with landing boards fitted. Even before I was born—Johnny had collected Tipplers from whoever would sell them and he was not particular about the fancy price asked for good kits or entire stocks that had to be disposed of due to unemployment or death of the fanciers concerned.

He must have had more than a hundred . . . at complete liberty. They were fed in his yard about mid-day and he never attempted to isolate any . . . never placed rings on the freely bred young, never deloused them. He just like to have them around, but he only liked Tipplers.

There was always about a hundred of them on the high stable roof . . . or perhaps on the Chapel. They were safe from cats and thieves, not only because of the difficult entrance . . . but because the two great dogs that were in the yard. Talk about the hounds of the Baskervilles! Huge terrible animals, they were.

Alright! What a way to keep Tipplers! However . . . they were unbelievably clean and smart and a great many of them looked as well as Tipplers that I've ever seen. Prints, MOTTLES, Blues, Blacks, Greys, all the full issue. Everyone used to admire them. Occasionally, a few would get up and fly and when I say fly, I mean fly and they've done times that under the circumstances I would not

believe . . . if I'd not seen them with my own two eyes. Old Johnny said that he never lost any and he used to keep his eyes on them and exterminate any strays that entered his loft.

I believe that he did not lose any. He sold a lot but I never knew anyone who settled them. They were as wild as hawks and preferred Bright St. . . . therefore they would return time after time and never even looked like settling to a strange loft. Tough pigeons they were and I know that some excellent pigeons were bred from them. It was remarkable how for many years such beautiful pigeons prevailed and reproduced beautiful birds in such feral conditions. Johnny just loved to have them around . . . and a finer collection of Tipplers at liberty I've never seen.

I've handled dozens of them. They were hard in feather . . . always well moulted out . . . remarkably free from lice and unbelievably fit and free from any sort of wheezing or greasy wattles, etc.

Johnny Turner, the Bright Street Millionaire was indeed a millionaire . . . by virtue of the fact that he did precisely what he wanted to do . . . and those birds seemed to assume the dignity of the pigeons kept in sacred places in far off lands in the East.

Johnny died in 1942. All the pigeons were slaughtered and sold by the local fish and game shop at nine pence each. The property became rundown and all three subsequent owners said that they could hear the sound of pigeons coming from the old stable loft. Haunted by the ghosts of old Johnny's Tipplers? The wife of one of the owners claimed to have seen the figure of an old man feeding pigeons in the yard in Broad daylight . . . and so disturbed was she that she ran off and would never go back again . . . so the property was re-sold.

The last straw came when a little girl of four years came in and said that someone was feeding birds in the yard. The Parents rushed out . . . but no-one and no pigeons could be seen.

TIPPLERS

**Bill Conboy's Strain of Lovatts—
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SOUND ADVICE FOR TRAINING

by Richard Lewis
England

To be successful one has to commence from the inside of the lofts. If one is fortunate to possess stock birds that have flown good times, they would be wise to select and mate the birds that have the following qualities: Good carriage, bright eyes, strong flights with plenty of webbing, which when opened will spring back like elastic, prominent shoulder butts, and good depth of keel. Birds with the above qualities that have proved themselves fliers should produce the best youngsters.

When the youngsters are old enough to be taken from their parents they should be carefully examined, and any of them that do not appear to be strong and healthy should be discarded. Keep the best only and then you will be on the right track. Now, out of those left, select seven of the best and get them settled. I find the best way to settle youngsters is to keep them in the flight for a week and then reduce their food, which is barley, until they are fairly hungry and pleased to see you approach them. Then open the door of your cage and coax them on the loft. Let them run about for a while, then get them back into the cage again by throwing a few grains of barley inside. Repeat this as often as you can until they are well used to the cage, let them out, and, with a long, thin cane, induce them to fly on to the top of the cage and down on to the loft. After that you can commence flying them by giving them a touch with the cane and making them fly around.

Be sure to have two or three birds in the cage to act as droppers. If the birds attempt to go too far, work the droppers and get them back to the cage. I find the more this is repeated the quicker they will fit together. Once they have got the idea of kitting and flying together the worst part is over. The birds should now be flown every other evening. Start by giving them about thirty minutes, then drop the droppers. The next time out increase their time, and do so until you have got them doing three hours. If the birds are all going well keep them together until a fortnight before the fly, then drop the two weakest. Now your kit is reduced to five birds, which will be easier to manage. Keep these five birds going and watch them closely to see if they are working well. The last week before the fly they should be especially watched as that will be the time to make your final selection. With the change of food the birds should be given longer times to fly and that will be the time

to pick out the three birds you intend to fly by dropping the two that do not seem so willing. Take one out on the Wednesday and the other on the Friday before the fly. By doing this the birds do not miss them so much as if both were taken away the same time. I make barley their staple food throughout their training up to the last week before the fly with linseed three times a week given on the nights after they have had their fly. I feed one egg, cupful of linseed between the seven birds three nights a week. Put the fountain in every morning and give them another drink.

The water in the morning helps to pass the food and ensures them going out empty for their fly. I believe in flying birds empty as they seem to fly better and are easier to drop. If you find the birds go back in condition, increase the barley, if too forward, then you must reduce the quantity. When I take the birds off the barley I do it gradually then the change doesn't affect them so much. I give rue tea and epsom salts to clear them out before I start them on their last week's feed. I get six sprays of fresh rue, boil for twenty minutes in one pint of water. Then add one teaspoonful of epsom salts. Give it to the birds when quite cold. This drink I give on the Sunday and Monday week before the fly.

Below I am giving you the feed that I gave when my birds flew 16 hr. 50 min. in 1853.

First Night

One teaspoonful of groats for each bird, finish off with maple peas to three-quarters of a crop. Clean water to drink.

Second Night

One teaspoonful of wheat for each bird, finish off with tares to three-quarters of a crop. Clean water to drink.

Third Morning

When the birds are empty give them about a quarter of a crop of plain canary seed, and fly them for about 4 hours.

Third Night

Feed them about an hour after coming in on a little linseed and maple peas, giving them a full crop. Clean water to drink (and don't forget a drink for them the first thing next morning).

Fourth Night

Now remember you are feeding for a trial only. Feel to see if they are empty, if so, feed half a crop in equal parts, tares, dan and groats (as you will be leaving them out at dinner time next day). Clean water to drink.

Competition Tipplers

Pure Lovatt Strain



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Fifth Day

Give the birds half a crop of plain canary seed and fly them for 6-7 hours, and give them a little driving before putting the droppers out.

Fifth Night

When they come in feed them with a little linseed and a little wheat and finish off with maple peas to full crop. Tonic to drink.

Sixth Night

Equal parts of millet, dan, tares and groats, three-quarters to a crop. Tonic to drink.

Seventh Day

Feed about midday on mixed bird seed, plain canary seed and about six corns for each bird to about three-quarters of a crop. Tonic to drink. Try and estimate how much the birds will digest until the time of feeding on fly morning, so they will eat before going out.

Day of Fly

Plain canary seed, millet, rice and a little wheat, about half a crop, or a little over, and clean water to drink. Tonic is made up as follows: 20 grams of quinine of sulphur, 1 oz. of Ferry syrup phosphate. Put one teaspoonful of tonic to a small jar of water the night after the trail fly, and keep filling the jar up until the day of the fly.

TRAINING YOUNG TIPPLERS

BY Roger Price
Redditch/England

The most crucial time with young tipplers are the first two or three weeks after weaning. During this period, I try to spend as much time as possible with them, handling them at least once a day and generally quitening them, so they are not nervous at my close presence.

They are housed in a 6' x 3' shed on deep litter, with an aviary four feet above the floor and at right angle to the coop. A full door enables the young birds to walk directly onto a yard, which they do even before they can reach the perches. A bath is provided daily and this seems to have a great effect on steadying them. Since using this walk-out method, I have very rarely had a panic-fly which so often happens when youngsters have to fly up or down to leave the loft. Another thing I have always found advantageous, is to have a pair of young tumblers, a week or two older than the tippler chicks, already established in the weaner-pen. As young birds tend to follow each other, they not only show the tipplers where their food and water are, but during the first few tentative flights around, they tend to pull the young tipplers back to the pen.

Until all the weaners are seen to be picking up, the food tray is kept topped up with a small corn mixture. During the second week a small feed of wheat and barley are provided each morning and the mixture in the evening, when they start feeling their wings, this is reduced to just an evening feed of half of each mixture. Once they are flying strongly and kitting together, the water is also taken off and returned once a day after feeding. From the first day, each time food or water are given, two or three white droppers are put in along with the food tray. The droppers are always liberated with the youngsters until they are kitting well and returning to the loft.

Once they are established and coming to the droppers, they can be boxed separately and be fed on the basic measure of wheat and barley. I always try to fly nest-mates or close bred birds together in groups of five or six every other day, never pushing them, until they are flying four hours plus on wheat and barley and coming to the loft when the droppers are put under them. As they progress, birds can be moved from group to group until you acquire what you **HOPE** will be your strongest team to feed up for competition.

A Fly Feed Up**Fly 4 hours**

Mon. ½ Barley, ½ wheat (¾ Measure salts in 1 pint water).

Tues. ¼ Pinhead, ¼ Linseed, ¼ Redband, ¼ Mix Canary, 10 Peas.

Wed. Fly 6 hours, Same as Tues. 14 Peas.

Thurs. ½ Plain Canary, ½ Redband. (3 Measure Glucose 1 Pt. water).

Fri. ¼ Hemp, ¼ Linseed, ½ Plain Canary.

Keep in darkened coop until

Sat. (Noon) ½ Mix Canary (No Water) Keep in dark.

Sat. (Midnight) ½ Plain Canary (Cold Boiled Water).

ALL NIGHT ???

by M. Conticchio
Jersey City, N.J.

I am pleased to report that Tippler flying in the New York City area is, in my opinion, at an all time high and must number in the hundreds. Unfortunately only a small percentage of these men belong to an organized Flying Tippler Club such as the American Tippler Union, but that is yet another story.

With so many Tippler flyers around, it is difficult to visit a local bird store (Pigeon Exchange) on a Sunday morning and not meet some of them. Enthusiastic discussions sometimes follow. One point of interest that crops up often is the subject of "fly overs". A "fly over" is simply a failure to drop the birds before being caught up in the darkness. Kits failing to drop at dusk are usually last seen at dusk at a respectable height behaving as if nothing was out of the ordinary or they may be last seen at a low altitude "dancing" above the loft, not ready to come in, or afraid to make the "drop" to the loft roof because of the darkness. In any case, the birds continue to fly into darkness and are "missed" that evening. As they are not trained to darkness, what happens next is open to speculation. It is common to hear the following at these discussions—"my birds flew all night!" The fanciers who make this statement often (much too often) say this simply because the birds were "missed" at dusk. They assume (and incorrectly so) that because the birds did not drop at dusk, that they automatically continued to fly until the following day. Believe me, nothing is automatic about Tippler flying. It doesn't occur to these men that the birds can (and possibly do) land somewhere during the night. Birds that "drop away" during the night often do so over a wide area as darkness is responsible for "splits" (break-up of the kit into two or more parts). Weaker members in the "parts" dropping first—stronger ones continuing on and perhaps travelling miles away before tiring or overcoming their fear of the darkness enough to attempt a landing.

Tipplers that have landed during the night usually return to the loft the following day in ones or small groups over a period of many hours—sometimes over a number of days—sometimes not at all. A bird that has landed away from the loft in a tired condition is not likely to take off at dawn and look for home. He may prefer to rest right where he is for a number of daylight hours before even taking off. Upon returning home and now being in a rested condition, he may continue to fly for several hours before landing.

Obviously a great deal can and usually does happen during the night hours resulting in anything but an "all night" fly.

While "all night" flies are far from being common—day and night (24 hr.) flies do happen on occasion.

Desired ingredients—highly conditioned birds of good stock—favorable flying conditions (both day and night) — desire to fly — guts to carry out the desire.

My "all night" test consists of the following — when last seen at dusk, kit is flying tightly together and in good style (an indication of untapped strength) — kit is sighted shortly after dawn still together but with no zip (an indication of fatigue) — upon landing, birds preen themselves wildly (an indication it has been many hours since they were last able to do so, preening or pecking due to parasites has been discounted as a no-no) — very noticeable (to the hand) weight loss — a reluctance on the part of the birds to take to the air again when urged to do so (another indication of fatigue).

Still think that they flew all night?

**Compliments of The Smith Family
Jim, Sue, Jessica, & Judy**

**Member
Flying Tippler Association of America
National Tippler Union of Wales**

RFD 1, Box 43

Norwich, Conn.

Flying Tiplers and the Magic of a Kit Box

by Nasser Shirakbari
Ft. Smith, Ark.

A Tippler loft in most instances is distinguished from other lofts for its use of individual coops and/or kit box. This arrangement is most desirable when and after a fancier has made a selection of the best flyers among his birds and is preparing for competition. A kit box is usually constructed so as to contain few compartments each measuring approximately 14" x 14" x 14", located in the flying coop and attached to the upper portion of the loft. The exit and entrance are controlled by means of a trap or a hand operated window.

The measurements of my kit box vary by a couple inches from that mentioned above. The only extra addition is the presence of a perch in each compartment. Perches are located three inches above the floor and six inches away from the rear wall of the box. An allowance is made for this by increasing the depth of each compartment from 14" to 16". Feed and water containers are composed of plastic vials, placed in small frames located in front of each unit. The frames prevent feed, water or grit from being turned over.

Some fanciers paint the interior black so as to darken the box as much as possible and simulate a nighttime environment. This should provide a proper atmosphere for complete rest and quiet. Such an environment becomes necessary when a bird stays on the wing for hours after hours, and is expected to keep its sharpness for future flights. It is essential for a kit to be accustomed to its box, accept it as is, and return to it after completion of a fly. This would also make it convenient for the fancier and the flying judge easily to check a kit and band numbers at the start and finish of each fly.

It is quite interesting to consider the reasons for other uses of a kit box. To prepare a kit for competition, birds must possess several common characteristics in flying manner and quality. Though this is quite difficult to attain, fanciers have been able to approach the problem by way of feeding. That is to feed each bird according to their need. This can best be accomplished in a kit box; feeding each bird separately, using a higher quality feed for the bird dropping first and a lower quality feed for the bird dropping last.

Individual coops or kit box has paid off best when preparing for old bird races in the spring. At this time birds are highly mated and if not kept separate, will mate and lay eggs. In such condition, a bird is not physically and mentally ready for a long fly.

Then, is the isolation. A bird kept in a small coop by itself, looking at four small walls around, for a few days, cannot think of anything better than to get out and stay out, enjoying beautiful sunshine, stretching their wings with a mild wind under them, soaring through the sky.

These may be a part of the magic that makes these birds fly so beautifully for so long. I wonder how many of you woke up some morning to fly your kit for a hot race. Then you found the old hen laying, with a single egg under her, staring in your eyes, as though she is telling you, "please not today".

WHAT IS A GOOD TIPPLER?

by William G. Hoffman

Ever so often we hear it said that this fancier or that one has good Tiplers. What is a good Tippler anyhow? Here in the U.S. this question would very likely evoke several different answers. One fancier might tell you that a good Tippler is one that displays a tendency to fly longer than its kit mates regardless of flying conditions. Another perhaps would say that a good Tippler possesses not only necessary will to fly, but also the distinguishing characteristics of the breed, i.e., the type, markings and light colored eye which set it apart from other varieties. To still another fancier, the one to whom pedigree and strain are important factors, a good Tippler would be a bird descended from a long line of proven flyers, one that has proven its own willingness and ability to fly long times, and which in turn has produced young as good as their forebears.

However, in areas where the sport of competition flying is practiced in deadly earnest one would be likely to receive an answer quite different from any of these. To the fancier who spends countless hours in the training and conditioning of a kit for an important flying competition, the definition of a good Tippler would

be: A bird that has been perfectly trained and has never yet made a mistake! Probably the worst mistake a Flying Tippler can make is that of dropping or landing some place other than its own loft.

Tiplers for competitive flying must be trained to remain on the wing until their owner gives them the signal to land; usually some white pigeon other than a Tippler, and then they must land nowhere except on their own loft. They must at all times be under the absolute control of the handler, and this can be accomplished only through the regulation of their daily diet. For example: should the owner desire his kit to exercise for a period of four hours, he will, on the night preceding their workout, feed them on certain grains that will give them just sufficient energy to fly this time and no more. If he wants a little more time than this, he will add certain other grains or seeds to their ration which will furnish the extra energy required for their task.

Beginning when the youngsters are first removed from their parents, they are trained to recognize the dropper pigeon as their "dinner gong". Later they are taught not to drop until after the "dinner gong" has sounded, or until the dropper has been tossed to the roof of the loft. From the day they are first set out as 4-week-old squawker until their retirement from the flying kit, they must never drop until the signal has been given. Birds that prove incapable of learning this lesson are discarded as being unfit for competitive flying. Once a Tippler learns that it can drop at will without the signal, it ceases to be a dependable flyer and should be removed from the kit before it has the opportunity to ruin the others.

Not always is the day of competition attained by ideal flying weather. Sometimes the strength of the kit is sapped by unduly hot humid conditions, and at other times their plumage may become sodden in a violent thunder shower, thus making continued flight very difficult or impossible. In either case, should one bird in the kit suddenly remember that it once landed without the signal, now is the time he will do it again and perhaps take his kit mates along with him to the most convenient tower, tree or house top.

While control is of the utmost importance in competitive flying, it is equally important for the handler to be able to gauge the capabilities of his birds under any and all circumstances. It is little short of stupidity on the part of the flyer when for the sake of a few more minutes of flying time he allows a kit of well trained birds to undo all their previous training through his reluctance to show them the dropper after it has become apparent that the birds have reached the limits of their endurance. No matter how thorough has been their previous training, when the birds can fly no longer, they are going to drop on the loft, if the signal is given them, or somewhere else if it is withheld. Tiplers are not too bright as squawkers, but once they learn their lessons well they do not easily forget them. Like children, they must be taught a set of good habits at an early age. If they are properly handled at all times they will retain the good habits and remain dependable flyers for as long as five years.

BREEDING PRINCIPLES

by W. Tomsic

At this season of the year, when we are mating up our pigeons, it may not be out of place to make some observations about mating, or selecting your pairs. Of course, the object of all such selection is to improve your stock, to try to bring it up to the ideal standard. As we are using animals for this purpose which are not quite up to the desired ideal and it, therefore, is difficult to see how we can breed better from them than they are themselves. Yet, there are times when this can be done and the real secret of breeding is to know when this is done and to keep doing it. The thing that leads to the best success is to recognize the pair that does this and keep them together.

Otherwise all a breeder can do is to select his best birds and mate them together. However, there are some rules we should bear in mind.

1. The male is supposed to influence color, so if the variety is a bird of two or more colors, it will be wise to see that the male is as near standard in color and markings as possible.
2. The female is supposed to influence the shape, therefore she should be as near ideal in this respect as possible. Right here there is a fine point to look to. In some varieties there is a slight difference in size between the male and the female and where this is pronounced it is supposed that better birds are bred from large females of proper shape than from small ones.
3. The next thing to consider is the ancestry of these birds. This will reveal the tendency of the progeny. Some strains tend to produce young that are lighter in color, while some may tend toward darker coloration. The former is more common

than the latter. Color also may be slightly influenced by feeding, and, it is said that by adding some form of iron to the drinking water the color of plumage will come richer.

The ancestry of the birds has 50 per cent influence in this respect, and, therefore, all breeders should know the parentage of their birds for at least three generations. Any certain points of quality in said three generations may crop out in your young, and, at the same time, any serious defect in said generations will also likely appear.

4. The fourth point to consider is the line purity or the mixture of the pair. By this we mean if the male is an in-bred bird and the female is an out-crossed bird, the tendency will be that most of the young will resemble the male as his characters may be said to be more strongly fixed. Of course, there may be exceptions to this, because the female being an out-cross may be stronger in her physical characters and thus may overbalance the line-bred characters of the male.

5. The fifth point is the feeding management. It must be remembered that underfed specimens cannot impart to their progeny the full line points which they may possess. Good feeding and management has an important influence in this respect and should be well understood and carefully followed. It is because of this that often in the fall we get specimens that are poor in color as compared with the earlier hatched birds. When the reverse is true, then it is because the birds have been poorly wintered and started breeding before they had reached their full strength and vigor.

With these things in mind, the pigeon fancier should be prepared to mate his pigeons and it is, therefore, a good rule to mate as his best pair the two best birds in his possession. In fact, a poor specimen should not be used under any consideration unless there is a certainty that some of its ancestors are of good quality and they had some points that you wish to perpetuate.

It is folly to mate a really good specimen to a poor specimen in the hope that you are going to advance, because the tendency is that the poor specimen will have more influence in pulling the good bird down rather than that the good bird would influence the young for better quality. The only chance for exception to this rule would be when one of the birds was an out-cross. It is a general rule that out-crosses are not as good as line-bred birds. The wide crossing tends to return to the original ancestry. But, if one of the birds in this out-cross has unusual characters, then this poor quality out-crossed birds mated to a high quality specimen might give you a good youngster.

The birds of the pair which has young that resembles it is said to be prepotent and the points of resemblance will be its prepotent quality. Such a bird may impart these points of quality, no matter what bird it is mated with. But, it will surely do this better with some birds than others. The mating that gives the best results is the one that should be persevered in with the hope that as the parent birds mature that even better young specimens may be obtained.

These are the main outlines of successful breeding and any breeder's success will depend upon how closely he follows them.

FLYING TIPPLER TOPICS

by W. Lovatt

By the time these few lines are published the Tippler fancy will be looking forward to pairing their stock birds, some no doubt having already done so, especially those for the show pen. The Fancier breeding for flying usually leaves them a little later, being one myself, I pair up the last week-end in February, youngsters hatched from this date have better prospects of surviving without any artificial heat, and I think are more hardier than otherwise. I know, from years of experience, that there is nothing with feathers on more hardy than a Flying Tippler. I have seen them fly all day in East winds, and when dropped their eyes have been red with cold. Another risk of early breeding is the cold nights which result in egg-bound hens, and this upsets all breeding results and has ruined many a good stock hen.

I cannot understand why some fanciers keep good flyers yet never compete, and then say how long their birds will fly or have flown. These fanciers cannot get the same pleasure out of their birds as we competitors do, in the sense that we know we have achieved our ambition and have our Pigeons' times recorded. Some of these non-competitors say that there are too many secrets in the flying of big times with Tipplers, and I say there are not. If they would join a club, and there is one in most towns, any of the club members will be only too willing to help. To enroll in any club is not expensive and to keep a few Tipplers is also cheap, they don't eat a lot and don't need feeding with a shovel like some breeds. One feed a day during the breeding season is enough, an eggcupful to each bird will suffice, and is sometimes more than enough, especially if feeding mixture. Most Flying

Tippler fanciers feed their birds with barley after their moult, as this keeps them fit and not overfat. This grain being cheaper than mixture is another item which commends anyone starting a hobby to start Tippler keeping.

Birds that have been confined to the loft all winter can be too fat, too stiff or too stupid. Remember, pigeons are more easily spoiled, so learn the correct routine. With patience and a little common sense it's surprising what can be achieved with Tipplers. Now a little advice to the novice who intends going in for the competitive side of flying. When settling birds after months of confinement to the loft, don't turn out your birds with a crop full of corn. Don't turn out if raining or misty or if there are only three or four hours of daylight in front of them, and above all, don't go into the house looking at T.V. or off to the pictures when you have turned your birds out, as if you do you will not make a success of Long Time Competitive Competitions. Study the temperament of each individual bird, especially its body condition, this being the best guide on when to start settling. If they are too fat, don't feed so well, in fact it's the corn that proves the most successful Tippler Flyers. Don't think that because the birds have been on the barley diet for a while, which I think they should have been, that they are a.k., some birds will carry as good a body condition on barley as if fed on good mixture. So all novices, be careful, as I say the corn can govern your success. Tipplers at all times are better under fed than over fed.

I often think that if some of the Show Birds were put on the barley diet it would not reduce their size. Some must never see barley and the only aim is to grow big body Pigeons. There are a lot shown as Flying Tipplers, which you don't fly, yet many could if put down in the condition that we flying fanciers must get to fly in competitions. Anyway I am sure this will eventually level itself out in time, fanciers have the size craze at the present, so maybe fanciers will try to reduce the size of these Pigeons in the near future. The reason I say this is that Pigeons shown for four to five years ago were bigger than those shown today.

I expect we flying fanciers are jealous of the beauty of these show birds. So let us fill the Flying Classes at the Shows that put classes on for them. There is much room for improvement I can tell you, if we only look at the entries at most shows. Take N.T.U. Open Show, for example, look at the entries in all three classes. When we meet at these shows, we always differ in our views about size, feather, etc., will fly or won't fly, yet always give credit to all the show fanciers for putting some lovely Pigeons on view.

The Training of The Flying Tippler

by Frederick Whitehurst

The first thing that a novice must do is to purchase one family of birds and stick to them then success will come. I always start training five weeks before an old bird competition and this is the method I use.

I intended flying three Hens at Easter, which had not been out since last August. A week before I intended letting them out this is what I did. I put them on 1/2 feed of barley with Linsed twice a week, and turned them into the cage every afternoon and left them until after dark. The last two days of the week I did not feed or water them and on Sunday afternoon at 5 p.m. I let them walk out on to the loft, with the droppers, which had not been fed for three days. The kit struck up but I dropped them in 35 minutes and got them in. The next night I did the same. On the third night, I turned them out and they flew 1 1/2 hours, still being on this half feed. Not they are in full training, doing 5 1/2 hours, and I am dropping them at dark.

I always give my kits as much barley as they can eat within reason when they are in full training. A good measure for this is a standard egg-cup and always make sure that your kit is fed and watered at the same time each night. This is one of the main factors; also see that they are fed separately thus ensuring that each bird gets the same amount of corn.

If you find your birds are not doing a fair time when in full training, this is a good way to feed them: 1/2 Barley, 1/2 Wheat. This will help them to do the time you require in training.

The whole point of Tippler Flying is common sense and doing the right thing at the right time. Never allow your birds to drop on the loft without the droppers being out. Where possible always be present when you kit is flying. Watch them carefully, as there are as many spivs in pigeons as there are in the human race, and that type of Tippler will be destroying. Do not pass it on to anyone else!

I have flown old birds 16 hours and young birds 14:22 on this method. A good sound training is better than all the fancy feeds, blaise me, and if any novice would care to write me a few lines, I will do my best to help them out where I can.

If any of you members have copies of old Tippler articles that you think that the members would be interested in please send them to me and I will get them in our FTA bulletins as time and space permit.

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Competition Flying

by Job Ofield

Youngsters at eleven weeks old may be put into vigorous training for a long fly. This should commence three weeks before the day fixed for flying.

To train and "condition" a Flying Tippler you do three very important things. The first is to reduce all fat from your birds by feeding them sparingly, and getting them into a low condition. The second is, that while they are in this condition they are absolutely under your own control and can be manipulated with ease. And lastly, re-build them up into condition so that their bodies and wings are all muscle and fiber, with no waste particle of flesh on them but that which will be of advantage on the day of the "fly".

The first thing to do then, is to reduce all fat and superfluous flesh, and replace by muscle and fibrous sinews. This is done by placing the birds on a barley diet.

Having selected the birds which are to go through the period of strict training—any number will do, from three to twenty-one, but we will say five—which makes a nice lot. These should be all of one strain, so that they should all fly uniformly—not, as I have seen, some kits of four well up, and one "tailgong" thirty or forty yards below them, or half the kit raking away and one or two circling round the loft. You should have noticed your own birds and how they were individually bred, to form your kit.

These five birds should be placed in a place of their own. A yard square is quite sufficient room. Place five perches in—they will soon claim one each. Some fanciers do not put any in at all, but keep the birds on the compartment floor. Keep this place in semi-darkness, or you can close it up altogether, with just a few air-holes round the top of the sides. The first day (Sunday), do not give the birds any food, but a drink of rue tea and salts in the water.

To prepare this, place four or five sprigs of rue in a pan with a pint of water; bring to a boil and gently simmer for ten minutes. Add one teaspoonful of Epsom Salts, and when cold, is ready for the birds to drink.

This drink should be given at dusk. Leave the fountain in for five minutes, then take it away and close the birds up for the night.

Second night (Monday), at dusk, feed on plump, sound, malting barley,

which has been dried in the oven for at least 24 hours without discolouring it. Let them eat as much as they will; clear up any left over, and half an hour afterwards, give them a drink as on the first day.

Third day (Tuesday), feed same as second but give pure water to drink.

The fourth day (Wednesday), turn out to fly for four hours before dusk; give a drink of pure water one hour before liberation.

Possibly your birds may fly low and sluggish, and you may have a difficulty in keeping them up, but make them go even by frightening them when they appear to be dropping. Do not leave them, or as soon as your back is turned, know they will come.

After they have gone as long as you wish, put your droppers out and call or whistle them, and they should not take much persuasion to enter their own compartments.

Let their bodies settle down for half-an-hour before feeding, then give them an egg cupful of linseed and fill up with dried barley. Half-an-hour afterwards give pure water to drink.

Thursday and Friday, give the same as on Tuesday, and on Saturday fly as on Wednesday, but turn out one hour earlier. Feed at night, as on Thursday and Friday, with dried barley.

Sunday—barley and few maple peas at night; water, rue tea and salts to drink.

Monday—feed and water same as on Sunday.

Tuesday—feed at night, peas and barley; clean water to drink.

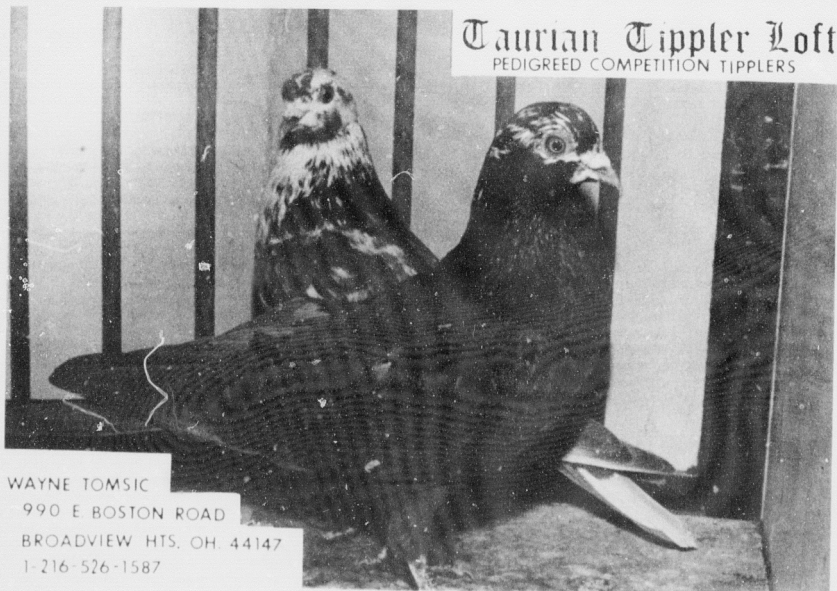
Wednesday—turn out to fly one hour earlier than on Saturday. Make them go till dusk. Feed at night, peas and barley and water. Always keep them on the hungry side.

Thursday and Friday—feed and water as on Wednesday.

Saturday—turn out to fly one hour sooner than on Wednesday. Fly till dusk. Feed at night on peas and barley and water.

Sunday—dried bread crumbs and dried barley, rue tea and salts in water.

Monday—breakfast, half-feed dried bread and canary seed; no water.



Taurian Tippler Loft

PEDIGREED COMPETITION TIPPLERS

WAYNE TOMSIC
990 E BOSTON ROAD
BROADVIEW HTS. OH. 44147
1-216-526-1587

Supper, barley and peas; clean water.

Tuesday— breakfast and supper same as Monday.

Wednesday— breakfast, nothing. Fly for five hours only, up til dark. They should be dropped with some "fly" left in them.

Wednesday— supper, dried barley, peas and canary seed. Do not overfeed and water.

Thursday— breakfast, canary seed and linseed; no water. Supper, dried barley and peas only. Three-quarter feed and water.

Friday— breakfast, nothing. Fly same as Wednesday (this is the last "fly" before the day selected for long-time flying). Supper, dried barley and peas and water.

Saturday— breakfast, nothing. Supper, dried bread with dried egg mixed with it, sprinkle over same half teaspoonful of ground kola nut then give wheat and canary seed. No water.

Sunday— midday, dried egg, bread and kola nut, canary seed, millet and wheat in small quantities; water. Nothing more this day.

Monday— "Fly" day. One hour before liberation give dried bread, canary seed, millet, turnip seed, about half-a-dozen grains of small Indian corn each, and the same of maple peas. Failing to get them to eat, give them anything they fancy, and water to drink.

If the birds are over-fed they will not come and eat, and you may have to turn them out without food, when their chances of going right through the day are very small. On the other hand, if they are well-fed before going out, on the above feeding, and trained as above, they should fly at least sixteen hours.

In training, always take the water away after meals. Always keep birds in the dark or semi-darkness. Never allow food to remain on the loft floor. Give grit in an old tin for a few minutes after feeding every other day, and then take it away. Give a bath every Sunday, including Sunday before the "fly"—it invigorates them. Do not disturb them more than necessary. Keep them quiet. Before turning out, at their eyes and beaks—see that they are clean, also see that there is no hard dirt, or feathers adhering to the legs and feet. These are small details but may mean a lot.

Never fly a sick bird—it's not worth the risk. If in doubts of any, do not trust to luck; be safe on those that are fit.

The above treatment can also be carried out for old birds at Easter and Whitsuntide "flights". When flying old birds it is better to fly unpaired birds—either all cocks or all hens. These should be kept as quiet as possible and away from the cooings of paired birds. It is better to box the hens off separately, as by bringing them up into condition they may start laying eggs, which is disastrous while training.

Always be very careful when flying Tippler pigeons that the weather is not too bad for flying. On competition days, of course, you are almost bound to liberate, but even then, I have known the conditions to be so wretched that fanciers have foregone the "fly for the love of their birds."

If the weather is boisterous you do not need your birds to "rake" much, or they may not have enough strength to get back—so keep the rice away from them. If it is inclined to be foggy you never want your birds too high, and to keep them low, feed on peas and small Indian corn, but no water before liberation. Should there be snow-storm start while they are in the air, the chances are that you will lose the lot. Of all the adversities of the weather—rain, wind, fog, and snow, I think a sudden snow-storm is the worst. One can generally perceive a fog coming up, and if the birds are trained to droppers, you should have no difficulty in getting them known, but if a sudden snow-storm comes on the birds simply lose their heads, and you can see them with their feet out, when hundreds of feet up, trying to tread on the snow as it is falling. Thus, they lose all knowledge of their surroundings and travel further and further away until lost completely. I once timed a kit of 18 out one bright winter's morning, just for a spin. I left them only for a moment or two while I went on a short errand, I had not been away long when a violent snow storm came over. I hurried home, but was too late—I saw my birds just going over the fields. I heard of them a few days later being found nearly 20 miles away. Then there are the winds to contend with—there are the "down" winds and the "lifting" winds.

If your cote is in a hilly country or town, you will perceive the difference a wind makes, more than the fancier whose cote is in a flat country.

When a loft is on the west side of a hill, a favourable wind for flying is a south or south-westerly. This is a most important item, if it can be arranged, as there are more westerly winds than any other kind during the summer or the flying season. A wind coming from the open country from the west catches these birds and literally lifts them up. Otherwise, were the wind to come from the east, it would come over the hill, and what the old fanciers term, "be on their backs".

Then again, with the loft on the east side of a hill, the same thing happens again only vice-versa. That is why so many fanciers whose lofts are in this position nearly always do so well in the Easter "flights", when the winds usually are N. E., changing round towards the S. S. W., as the spring and summer come along.

On placing the loft in position, a point worth remembering is to note where the winds are most favourable for the position, and then turn the loft so that the

lower side, or front, faces that position, as the birds invariably drop facing the wind—a point our airmen have discovered also for "taking off".

After the competition day do not fly your birds too often. Three "flights" a fortnight are quite sufficient, and where a fancier has two kits—one of cocks and one of hens—this is quite easily managed.

Another point I would expressly bring to the fanciers notice is, do not over-crowd or retain too big a stock. A few birds are a pleasure, but to have too many are a bug-bear and a burden. A man may be successful the first year both "on the wing" and "in the pens". The second year he decides to go one better—he doubles his breeding birds in the hope of doubling his success. What is the result? He has more birds than he can manage properly, his good birds deteriorate, they occupy too much of his leisure, take too much cash to feed properly, and so he packs up disgusted. Such cases are happening every year.

MASTER FLYER FEEDINGS

by James F. Smith
Norwich, Conn.

While rummaging through all the notes and clippings I have gathered over the years, I came across these remarks which will no doubt add a little to our Tippler special.

These feed ups were used by two gentlemen who were true champions in every sense of the word. One American, one English and, unfortunately, both deceased. I present the following feed ups in tribute to them.

Mr. Fred Erbach, Maspeth, New York. His birds flew 17 hrs. 18 mins. to set the U. S. old bird record on May 23, 1937. The record still stands.

Tuesday night— ¼ egg-cup hemp seed steeped in paradise. Fill up on corn, 1 teaspoon epsom salts in three pints of water.

Wednesday morning— 1 egg-cup nigger seed, 1 egg-cup bread crumbs or 1 egg-cup rape. No drink.

Wednesday night— 1 egg-cup canary seed (white). Clear water to drink.

Thursday night— ¼ egg-cup nigger seed, ¼ egg-cup millet seed, ¼ egg-cup cake, 1 egg-cup white canary seed. Parrishes, 3 teaspoons to one quart of water.

Friday morning— ½ egg-cup rape, ½ egg-cup nigger seed, ¼ egg-cup cake, 1 egg-cup millet. No drink.

Friday night— 1½ egg-cup white canary seed, ½ egg-cup nigger seed. Parrishes, 3 teaspoons to one quart of water.

Saturday morning— 1 egg-cup nigger seed, no drink.

Saturday night, 5 p.m.— 1½ egg-cup rape and all the white canary seed they can eat. Parrishes, 3 teaspoons to one quart of water.

Sunday morning, 2 hours before liberation— ¼ egg-cup hemp, ¼ egg-cup wheat, 1 teaspoon sweet nitre in 4 pints of water or just pure water.

Mr. Will Lovatt, formerly of Sneyd Green, Stoke-on-Trent, England, was the first to hit 20 hours with his birds on June 22, 1963 to set a new world's record. He also held other records prior to the above effort. Thanks to Mr. Perc Hagan we have Lovatt Tipplers here in America and they are very popular. The following feed-up closely parallels the feed for the record fly.

Saturday— barley, epsom salts.

Sunday— barley, rue. (Rue is an herb, a few sprigs brewed per pint).

Monday— barley, rue.

Tuesday— flew 5:30, fed maples, boiled and cooled water to drink.

Wednesday— maple peas, same type of water.

Thursday— flew 8 hours, fed maples, cod liver oil capsule, water.

Friday— split corn, tonic.

Saturday— cake, corn, wheat, tonic (Parrishes).

Sunday noon— cake, canary, hemp, wheat, corn, tonic.

Monday, 2 hours before liberation— cake, corn, wheat.

You see the term "cake" appear in both feeds. We will attempt to define it. One half (cup??) pea meal, one quarter oatmeal, one tablespoon kola nut powder, mix canary seeds into it, two eggs, and melted butter. Prior to this mix in yeast, which has been dissolved in warm water. Mix everything extremely well. Bake in a low oven until it is like bread. Let it dry out completely before using. Break it up into pellets and feed it to the birds as needed.

Mr. Lovatt unselfishly passed this info on to Perc Hagan and the late Bob Funk. We owe it to all these concerned people to pass it on.

LETTER FROM JOHN CULLEN

by John Cullen
5 Burneside Close
Southnead Bristol England

To all American Tippler Fanciers I have for some while been a friend of Ed Young and Bob Ball (Canada) and I have had the honor of being a member of your club from whom I have regularly received News Letters, therefore, I feel it is time I contributed something. The only way I know is to write an article giving advice based upon the things I have learned from some famous English Fanciers many of whom are my close friends, and also that have passed on.

Every word uttered by these men was hastily written down in a book that became my "Pigeon Bible" and from it sprang what success I have had with my birds.

I sincerely hope you will accept that I am writing beliefs and ideas that have for me worked out, and I realize many have different ones, so I state only what I believe.

First thing I found out was the need to pick the correct type of flying bird and all from one family. I have tried crosses with a number of different birds of proven quality and none has been any use.

My ideal flyer is a medium size, it must be well proportioned i.e. not a deep keel but one that is long, extending well down to the vent. Invariably a deep keel goes away short and the bird appears to be all tail, and will usually fly with a semi fanned tail. I always find them to be out of balance and never breed or keep them. Color is of some importance, in as much as I have always mated a light colored bird to a dark one. This has given me better colors and avoiding any strain on family from going recessive or light colored. As a result, most of my birds are Blue, Blue white flighted and occasionally Print.

So on to training and feeding: I feed in training, a mixture of Barley, wheat and Oats, to old birds the quantities are half barley, one quarter each of the other two. But to young birds I use an even amount of each.

I train my old birds to dark, and, allowing for weather, expect about five hours plus. I fly them one day then give them two days in, and so on till one week from the competition. Then I push them into every other day up to the last out which is three days from the fly, and I always salt them a week before and feed a four day feed starting on the evening of their last outing.

I don't think the feed up is as important as many seem to think, provided birds are doing all you ask of them in training then a feed is not a decisive factor.

I will give you some idea of how I feed using a system of the Larger Heavier food being used first and going down to light food on the last night. I also feel timing is important on the last night. I feed about seven hours before liberation.

And now a general four night feed starting Wednesday after flying. First I leave them in clean pens for half an hour to cool down. Then 1 teaspoon full each of Peas (maple vetch) wheat barley and canary seed followed by fresh water. Thursday 1 teaspoonful each Peas vetch wheat mixed seed and canary seed followed by water plus a few drops of iron tonic. Friday 1 teaspoonful each Peas barley and millet seed black rape, followed by water plus a few drops of iron tonic. Saturday (seven hours before liberation) 1 canary, 1 millet, 1 hemp, 1 maize and fresh water. I always leave the water with them on the last night. This allows them the chance to drink on fly morning before going out if wanted.

I must state now that this is how I feed, though I vary it sometimes, I always keep to the peas on the first three nights and lighter food thereafter.

I usually find the birds leaving a little on the last two nights and this has always proved a good sign, as I have always had a good fly when this has been the case.

Though I never use linseed in my feeds, I give them it once a week (1 teaspoonful) on a night they have been out flying.

Now a word on the method I adopt when training to dark. When we arrive at about five or six weeks from the first fly of the year, I single pen the birds and feed only barley, one day cocks the next hens to in the flight, as evening nears I put out the droppers and turn on the lights, after a couple of hours of this I get them in and feed them.

Then after three weeks of this I start them flying. It is then you must use great care for as the light starts to fade, I put out the droppers and the electric light. Now as time passes, I let them fly just a little later, and at the end of about two weeks they are flying just to dark. Then as the season goes on, they get more and more used to the dark. This I hasten to add is the method I use for yearlings that have never seen the light. I don't bother with training youngsters to lights, but I have friends that have done so successfully.

Once my birds start moulting I stop them flying and allow them nothing but the best food until moulting is complete. We in England never fly the old birds after the end of June until the following March, and again as young ones start body

moulting we stop them and give them the best to enable them to develop into strong healthy yearlings.

In 1973, I flew 18-58 with old birds and 13-15 with 5 youngsters. These being my best times for the season. We held six old bird competitions and I flew down into dark on every one of them. So I think my systems are pretty accurate. I do hope this last statement is expected as an illustration and not a little boasting, as I would not wish to give you the wrong impression.

So finally, I say that I sincerely hope I have helped some of you a little, as indeed this was what I set out to do. If any of you wish further explanations, write me and I'll help if I can.

Who knows, maybe one day I shall have the chance to visit your great Country and fulfill an ambition to meet friends I have already made and some I hope to make.

THIRTY-SIX STAGES FOR THE FLYING TIPPLER NOVICE

by E.W. Matthews

TRAINING

1. When the youngsters are five weeks old, they should be removed from their parents and placed in a loft by themselves.

2. For the first two days or so, food and water will be left for them at will. This ensures that they can feed for themselves.

3. Then they should be fed by hand and the water trough withdrawn and only offered after feeding.

4. It would now be an advantage to introduce the dropper. This should be a White Cross-bred Fantail, either a hen or a youngster. This bird should remain in the loft with the young Tipplers at this stage.

5. The object is to impress the young Tippler that the Fantail is part of home. When the youngsters are about six weeks old, they should be fed once a day only (I will deal with the food later) and encouraged to chase about after their food. The dropper will soon take the lead for they are usually greedy. Now we can remove the dropper from the youngsters' loft, and only introduce it during times of feeding.

6. So up to now the mind of the Tippler is that the Fantail is always associated with food. The Fantail is a White bird used as a decoy. Almost any White bird would do.

7. That completes stage one.

8. The youngsters should now have the opportunity of seeing the outside surroundings of the loft and to do this the loft should have an open wire netting enclosure, either at the side or, preferably, on the loft top. They should spend some time, say afternoon, outside so that when evening falls they can be called in, introducing the dropper, and fed and watered.

9. Now you will be wondering when should the birds have their liberty. Well, always remember, a good Tippler youngster is stronger on the wing than in the head. Bearing this in mind, I find that the best time to let them out is when the eye colour has changed. This is an indication of better reasoning powers of the bird. They might now be eight weeks old. So, with the dropper out on the loft top, chasing about after grains of food, open the wire enclosure door and allow the young Tipplers to follow the Fantail chasing after the grain. By throwing grain first outside and then inside the pen, the young bird will soon learn its way in and out of the loft. After a short lesson, call them in and feed and water, carrying on this procedure each evening until the young birds start to take to flight. It is a good plan to have more droppers available now and they should be kept on the move while the young Tipplers are airborne.

10. Assuming that the Tipplers have been up and down for a few evenings. The next stage is to liberate the kit, without the dropper. When the birds have been flying for 10 or 15 minutes, liberate the dropper. The young Tipplers will now see the dropper, and associating dropper with food and home they will come down. They should be then called in and fed.

11. This procedure is carried out henceforth, each time allowing the kit to fly longer before putting out the dropper. (By longer I do not mean many hours-only two or three).

12. Up to now we have been drilling the young Tippler to do what is required of him-fly until he is summoned to alight. This, of course, is simply mental drill, and the next stage is to equip for physical endurance. This I find the most fascinating part, for it depends on my judgement whether it succeeds or not.

13. Now to refer to analogy. Suppose I had a motor car whose petrol capacity would allow me to drive non-stop for 300 miles. At the commencement of the

journey, the car would be at its greatest weight because of the full tank. Another point, the car would have to be in good condition, so as to be trouble-free throughout the journey. So we must have our Tippler with his tanks full and he must be thoroughly fit on the selected day when he is put to test for long-time flying. We can follow the analogy. When first he is liberated his weight may be 10 oz. and at the end of the day will have used up his fuel and would weigh six to seven oz. Now suppose I wished to use the same motor car to make a journey of only 10 miles, surely I would not want the tank filled up for this short journey.

14. So I would make it with only a small amount of fuel and, of course, I would be carrying less weight. So if we want our Tippler to fly only for three to four hours we make sure his tank is not full. Now do not take this analogy too much for granted. I do not wish to convey that all we have to do is to fill up and fatten a Tippler and he will fly all day, far from it, for he has to be trained physically in stages like any other athlete. Now imagine that the Tippler is liberated, say at 4 a.m. and has flown 14 hours. He will have consumed most of his fuel and will be much lighter in weight. This is conspicuous when seen flying, for he will alter his style as the day progresses, for later in the evening he will be seen to be gliding instead of batting his wings like he did when fresh and full tank in morning.

15. From this we can arrange to train the bird by liberating him in the late afternoon, with only enough in his "tank" to simulate the condition he would have been in liberated in the morning with a full "tank".

16. So to get back to our kit of youngsters that have been drilled mentally and are free from vice in so far as making mistakes such as dropping away or alighting before the dropper signal.

17. Suppose we have decided on a target day, say three weeks time. It is our aim to possess for this date at least a kit of three all to be in the best of condition; for, after all, mistakes are such that at least one of the kit is going to fail first and seeing that we must have a complete kit for competition flying, we cannot allow one to fall out and then see what the others do. So, to commence, it is wise to start with a kit of five, so that on the day the best three can be selected. Having selected five youngsters and to do this at this stage try to get five as near similar as possible. They can be decided on by their blood relationship and their outward appearance. Also try to decide that they bat or fly alike. For as you know, any three men taken at random and made to walk a long distance, should one of them be out of gait or step with the other two, he will surely be the first to tire. The Tipplers should be placed in a loft to themselves in which there are individual coops. These should be arranged so that the birds cannot see each other (it is not so important with young birds as it is with adults, especially hens). The birds should be fed individually by placing a feeding trough in each coop, (the size of the coop, 14" x 14", is ample) and only fed late in the evening. Drink should be withheld for two hours after feeding and then the drink should be given and should contain a purgative. I use Epsom Salt, about one cubic inch capacity to a pint of water.

17. The object of this is to enable me to start them off level, for at first I will treat them all the same. The only way to ensure a balance is to start at the bottom. The next morning the birds will look a little for themselves. But don't feed them until the evening; just clear out the coops. We use barley, complete with the skin or husk, to feed birds in training. It has the desired effect for it does not provide the birds with much energy and can be analogous to the fact that we don't fill the birds tank.

18. They keep quite well and satisfied because they can have a reasonable crop-full. This the bird thinks is good to have a full feed and it has a pleasing effect on his bowels. Thus we are assured that his digestive apparatus is not being affected adversely.

19. If you can not obtain barley, then use something similar, something with plenty of roughage, for you will appreciate roughage does not harm to digestion, providing energy is not expected.

20. On the second evening allow the kit out. If they show no desire to fly, do not chase them up for they may be too low in condition and too keen for food. On the other hand, they may take to the air and appear quite brisk. Here is a point of observation, for in the first place, it was desired that the kit should fly rather unwillingly for about one hour and then to put out the droppers and feed. So if they were too frisky, then they are not low enough in condition and if they show no desire to fly then they are, perhaps, too full. Here is your guide for the amount of the next meal. For measurement of feed I shall use the word "crop-full". To enable you to gauge what amount a crop-full is, take a pocket handkerchief and place an amount of grain in it and then screw it up so that the grain content is bulbous in shape. Compare this amount with a bird that has just been fed and allowed to have its full, by feeling and you should arrive at a bulk measure by either adding or removing grain from the handkerchief until it compares favourably with the feel of the bird's full crop. Now place the amount of grain into a suitable measure and this will be your guide for quantity.

21. Now you will appreciate that we can nearly always give a quantity feed, and the quality will decide the amount of the fuel or energy providing feed, so here we have a means of control for the amount of time a Tippler can fly. With the bird trained mentally and the quality of food controlling its staying powers, all that is left is that observation of the owners to be capable of judging when his birds have had enough and when to drop them, for if we fail in this respect, then the bird is more

than likely to become a "scrounger". Sure enough, if left, he will come and alight on his own, and this is because he was allowed to empty his tank. As soon as he has done this, he has broken the habit he has been trained to that of waiting for the dropper and food.

22. You will have to experiment with the quality of food you can obtain by the result of flying, assuming that you now have the kit fed so that they should fly 3½ hours. They have all been fed the same quantity and quality and we find after 2½ hours one desires to alight. Then put out the droppers and get them down. Now suppose we were three in the kit and after putting out the dropper, one bird alights immediately, the second follows, and the third takes 10 to 15 minutes to get down. Here we have found we have an unbalanced kit. What shall we do? We can either lift the 2½ hour bird to three hours or we can starve or lessen the food of the third bird that did not readily alight when the droppers were put out.

23. Handle each bird and endeavour to compare each with each and note especially the first bird and the third bird, for we know they are opposites and the second bird was probably in right condition.

24. Having decided to reduce the quantity of the feed for the third and increase the first, we should then, next evening, have three balanced birds and to get back to my analogy, all three will have the same quality of fuel in their tanks, and it should run out at three hours running.

25. Having three the same and, assuming you have mastered and understood each birds necessities by now, we can increase the quality of the feed all round by adding ¼ wheat to the ¼ barley to make the crop full. The birds should now be flown alternate evenings and they should fly 4 to 5 hours. Then put out the droppers. This is carried on for 10 days, or so.

26. We have now got the kit nicely teamed up and they are being trained to fly in a condition that they would normally be in if they had been topped up and had flown all day and would be like this in the evening. During this period of training the birds should be introduced to the various seeds and grain that they will receive during latter part of training. Only give a very small sample and give on the day they have been out. The seeds will be canary, millet and rape (the kinds we give our cage birds); the grain will be maize (small) and maple peas. They can also be given small breadcrumbs. All this is part of the young bird's education.

27. We have now arrived at five days off the target day. When the birds have been in after their three to four hours fly, they should be fed ¼ crop mixed seeds, ¼ crop barley, ¼ crop maple peas, ¼ wheat. Because we have made a somewhat sudden change in their diet, we must be sure that the bird will digest it in good time. By this I mean it usually takes 13 to 14 hours for a healthy bird's crop to empty. Should there be delay in this, there is always a tendency to crop sourness and, of course, we cannot tolerate any sickness at this stage. So to make sure, give the birds a smaller amount of Epsom Salts in their drinking water.

28. Next day rest them, but feed the same and if they have digested the food then no salts are necessary.

29. Next day let them out with 8 hours daylight before them, but do not allow them to fly more than 4½ to 5 hours. Reason: Should they be too forward as a result of the better quality, then you will not have an accident and fail to get them at dark, for you have catered for that by allowing 8 hours of daylight. They are dropped after 4½ to 5 hours because at this stage we have no desire to empty their "tanks".

30. When they are down and in their coops, feed on ½ maple, ½ seeds and water to drink.

31. Next day, ¼ maple, ¼ wheat, and keep shut up in their coops (water to drink with a little iron tonic helps).

32. Next day, ¼ maple, ½ maize, ¼ seeds. Give the maize first, then maples and allow them to eat as much seed as they like. This feed should be about 12 hours before they are to be liberated. Delay the drink at this last feed for about an hour. This ensures a good thirst and the birds will drink plenty. Now close them up in their coops so as to darken the place. This encourages sleep.

33. Next morning early, with at least 16 hours daylight to spare, offer them a drink and then liberate them. Most birds will not take a drink, but don't worry on that account. They should, if all has been well and they were bred right, fly 12 to 16 hours on this treatment.

34. I hope I have conveyed some idea of the training. It is by no means the only way of feeding, for I find I never feed exactly the same each time, but the principle is the same.

35. You will, no doubt, have to experiment.

36. By the way, always have grit before the birds during training.

Thanks to everyone for responding to this Special Issue.

Pigeon Review Staff

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Tronto Is Again Becoming The Hotbed Of Tippler Flying

As Reported by Wayne Tomsic

On August 4, 1979 I made another trip to Toronto with my family. We arrived at Harry Hunt's at 6:30 p.m. and were greeted by his wonderful wife, Mary, and Harry. As you can imagine the topic of the night was Tipplers. I had brought up 5 birds (Lovatts), one pair for Helmut Lemke, two cocks (that were flown all year in the Old Bird fly) for Art Bruce and a nice red mottle for Mr. Hunt. I had sent Mr. Hunt two pair of Lovatts the year before, so he could try them on his method of training. Anyway, after seeing Toronto's sights during the day with my family I spent many hours talking with Mr. Hunt about the training, feeding and flying of Tipplers. For three days after dinner from six to about 11 p.m. that is all we talked about, and from seven in the morning until everyone got up at 10 a.m. we just talked about Tipplers. On Monday evening we went to visit some of the guys that were flying birds. First we went to see Oscar Zovich who lives about two blocks from Mr. Hunt. By the way, all these men have Hunt's strain of birds which I will write about in a separate article. Anyway back to the visit, Oscar is new to the Tippler sport and has had the birds so far up seven hours. That is real good considering this is his first kit of birds.

All the men go in for the big settling cages as you can see from the pictures. After seeing Oscar's set up we went over to Andy Vlagkovic's house. His birds looked good. He has some dark mottles that really caught my eye. Andy also uses the large cage and the community kit boxes for the flying birds. All of the men have the same set up for keeping the flying birds. They use a compartment roughly three feet long, thirty inches deep and about two feet high. They have two compartments, one for each kit, which can hold up to a dozen birds easily.

After Andy's we went up to see Smail Basic who had his birds go 11 hours and 10 minutes that day. He is also new this year to the sport. The day before he had the other kit go over six hours. He was really proud of his birds. Smail has a unique set up as seen in the photo. The loft is very neat and clean. Most of the men in Toronto do not use any litter at all. In any of the coops, they are cleaned daily. After some coffee and home made cake, served by his wife Louise, and some more Tippler talk we headed back to Andy's, had another look at his birds, then went back to Mr. Hunt's.

The next morning we left after another great breakfast prepared by Mrs. Hunt. She sure kept us well fed and her hospitality was just great, especially putting up with the guys and all the Tippler talk. Thanks again to Mrs. Hunt and Mr. Hunt for such wonderful hospitality.

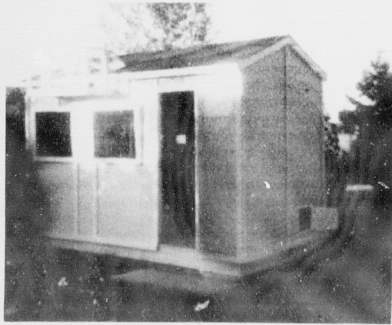
Sounds like you had a super time up there Wayne. Thanks for letting us hear about it. While there Wayne was told of a fly that the Canadian men had this past June among themselves. All birds were released at 5:45 a.m. with the following results. Smail Basic - 9 hours 57 minutes, Don Wilson - 8 hours 59 minutes, Andy Vlagkovic - 6 hours 20 minutes, Oscar Zovich - 3 hours 9 minutes, Bob Kinnear - Disqualified, birds disappeared. Harry Hunt - Disqualified, birds went over, last seen at 9:20 p.m.



Andy Vlagkovic's Loft. "Note the large fly cage."



Oskar Zovic



Smail Basic



Harry Hunt

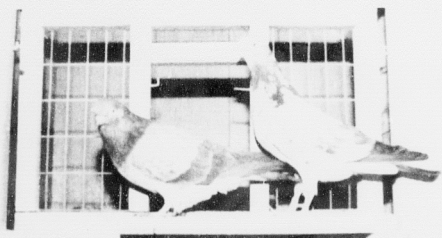
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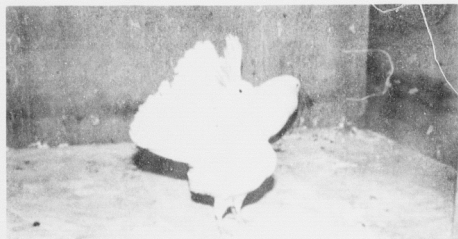
Breeding Coop of Basic Smail.



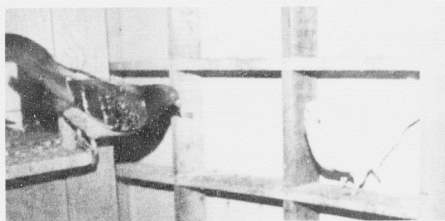
Breeder's of Basic Smail.



Breeder's of Basic Smail.



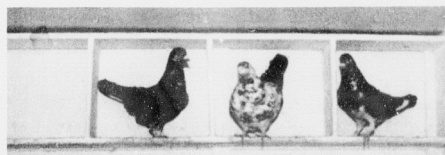
Fantail's of Basic Smail.



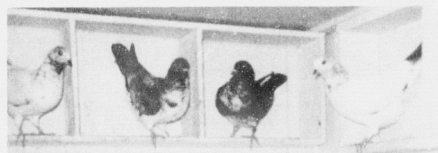
Hen - H. Adams, Pass cock Lovatt.



Breeding Coop of Andy Vljakovic.



Flying Kit for 1980, 3 cocks, H. Hunt.



4 Young cocks bred by Mr. Hunt, 1970.

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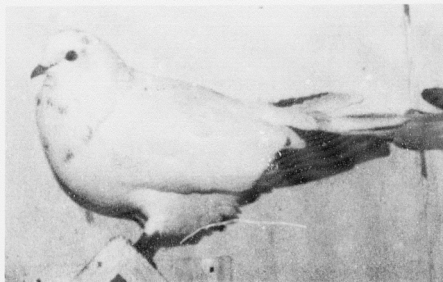
Breeders Harry Hunt, 1980.



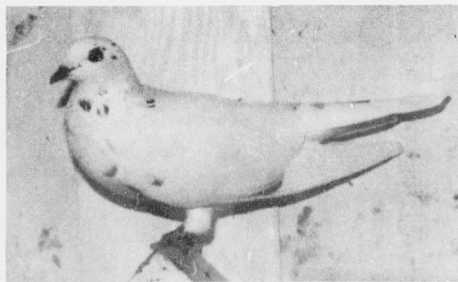
George Vertolli's Record Kit, 17 hrs. 29 mins. This record still stands in North America.



Fly Run



George Vertolli's



George Vertolli's bird North American Record Holder.



CNTA 72-250 George Vertolli

KEN BURGESS SPEAKS

Ken Burgess
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England

On behalf of the Flying Tippler men, of the National Tippler Union, Great Britain, may I wish you a very successful season in the breeding lofts, and many good flying times with your 'kits' during the flying competition season.

Our Union was founded in 1912 with the object of increasing the interest in the Flying Tippler, by promoting Competitions and Exhibitions, thus drawing individuals with flying interest together. Today we have the same aims, the NTU is run by a President, Secretary and Council Members, all flying men, who by their experience and knowledge ensure that Flying Competitions and Shows are conducted in a proper manner. The NTU organizes 7 Flying Competitions each year, 4 Old, and 3 Young bird, between the months of April and August. Many Major Towns and Cities have their own Flying Clubs, which have internal competitions throughout the flying months, these Clubs are affiliated to the NTU and fly according to NTU Secretary (Mr. Arthur Newton) who sorts them out into order of merit. The results are then published by the PRO (Mr. John Rattledge) in the monthly 'Newsletter', which is a result, and Tippler Topic booklet (3 pounds a year!). The NTU has an Annual get together in October, for prize giving, Committee changes and general Tippler discussion.

During the 1979 flying season some good flying times were recorded, even though the weather was not very kind to us generally. Special mention must be made to the efforts of Mr. P. Bowden of the Handsworth Club, who's kit of three flew 20 hrs 40 mins. (held by Mr. Jack Boden, also of Handsworth.) He was unable to get one bird down in the allowed, which resulted in disqualification. For your comparison here are the NTU fly results, and timings, for the 1979 flying season.

Old Birds

April 1st - Liberation time 6:15 a.m., R.S. Price Birmingham - 15 hrs. 11 mins.
April 22nd - Liberation time 5:30 a.m. M.C. Springfield - 16 hrs. 34 mins.
May 20th - Liberation time 4:30 a.m. C. Goodhall Birmingham - 18 hrs. 42 mins.
June 17th - Liberation time 4:00 a.m. M. Camplin Springfield - 19 hrs. 43 mins.

Young Birds

July 1st - Liberation time 4:30 C. Cox Bristol - 17 hrs. 5 mins.
August 5th - Liberation time 5:15 a.m. K. Burgess Colchester - 15 hrs. 46 mins.
August 19th - Liberation time 6:00 a.m. F. Allsopp Willenhall - 15 hrs. 1 min.
7 Fly Aggregate K. Burgess, Colchester - 101 hrs. 29 mins.
3 Fly Young Bird Aggregate, K. Burgess, Colchester - 43 hrs. 30 mins.
5 Bird Aggregate, Mr. T. Miller & Son, Bristol - 50 hrs. 20 mins.

At this time of the year all 'Tippler men' are kept busy in the loft, and in their minds. Those who have chosen to make an early start to the breeding program will be watching the weather anxiously, hoping that the cold snaps will not affect the babies in the nest, and indeed wondering if they have paired up to the best advantage. With this 'worry' on the mind the kits have to be 'started up' ready for the early flying competitions, again a gamble on the weather conditions, which can change so quickly, spoiling, or resulting in the loss of your potential winners. It's a wonder that we don't all finish up at the 'funny farm', in fact from, or through the eyes of a non flier, we must appear to be a strange bunch of fellows, gazing up into the sky at three tiny dots, for hours on end, in all kinds of weather, muttering praise or curses at those same dots in the sky. If only they could see those dots, and know them to be pigeons would help!

Training a young Tippler pigeon for Competition Flying is a matter of Patience and Common Sense, combined with routine in the flying loft, and their training flights. Whatever habits the young bird picks up in it's early training, will stay with it always, so be sure in your mind, that it is not you who is at fault, when a promising youngster 'falls by the wayside'!! At 4 weeks the young bird is removed from its parents and put into a young bird compartment, and is gradually weaned on to Barley. Feeding gradually cut down to one measure of Barley, and one drink of water, in the evening. When this meal is introduced, your whistle call and 'droppers' should be in evidence. After your youngster has been settled to your loft, as an individual, adding will take place until you have about 6 on the wing, all very hungry! Droppers 'working' around the loft during these early flights is essential. When you are satisfied that your birds know their way around, withdraw

your 'droppers' until your kit indicates that they want to come down, then put your 'droppers' out and work them around the loft with odd grains of Barley. This routine now every other day, selecting your better fliers, and dropping the not so good ones. After a few weeks of this routine, your kit will be getting fit and completely dropper trained. Common faults at this stage is, allowing the young birds to have 'seed', thus making it too fit for the flying time you are asking for, hence you over fly into the dark. Allowing the birds out with food in their crop, which means you have lost control of them! The target for these every other day training flight is 4-6 hrs. (on Barley, with linned twice a week) terminating at dusk. They should be now ready for the 'feed up' and a trial long flight!!

GOOD DROPPERS ARE IMPORTANT

by Jack Prescott

The use of droppers of some kind is essential when we need to drop our pigeons at will. The basic rule is that pigeons (and man too) when frightened, hungry or lost will follow any conspecific that appears to have confidence and is proceeding with some apparent aim and purpose. It therefore follows that after a long fly and a build-up of nervousness is in evidence — no doubt intensified by the failing light — then such pigeons may find great difficulty in dropping to their loft top. Rather than drop at their loft — they may very well drop some distance away to be disqualified. Now the appearance of droppers that are displaying confidence and absolute lack of fear or nervousness — definitely will inspire confidence into otherwise very nervous and tired birds. This, of course, is more noticed when the droppers used are ones with which the kit is very familiar. Another basic rule is that pigeons react nervously towards a strange intruding conspecific, especially one of unusual color or of peculiar flying style.

Of course, it is a matter of degree. Some strains are notoriously nervous when dropping and require what is termed a 'Maximum pull'. Other strains respond to the slightest flutter and in some cases — they respond to simply the 'call down' given by the owner.

However, most pigeons that have done the time or the distance develop a sort of flying trance. After this period or even during this period, there is generally a build-up of very nervous tension and they behave as if the loft top is red-hot or cat infested for no apparent reason. For this reason — obviously — such birds need help and the best help is from well known and extremely confident conspecifics.

Obviously, if one's pigeons will drop almost as soon as one stops waving his arms or blowing his trombone, then it is rather ridiculous to worry about droppers. However, let us presume that some clear signal of clearance to drop and the inspiration of clearance to drop on demand is required.

First of all, let us understand that no working animal will operate without signals or words of command. The horses, dogs, falcons and all of the circus animals operate on a sequence of signals, sounds and signs, therefore why should we expect pigeons to be different?

High Intensity droppers, as used by a certain English fancier, indicate that he expects a high degree of nervousness at dropping time. His droppers are very, very old, extremely tame and no doubt capable of flying in pitch darkness around the loft area and trained to drop in the area which is floodlit. Such old birds will have a very low sex drive and will not sexually confront a freshly dropped Tippler whose nerves are as tight as violin strings. There are droppers that have done this, caused a strike up again — with disastrous results.

However, this fancier knows what he is doing, hence droppers that are old enough to be my grandfather. He puts up these droppers, 6 or 7 of them and these will fly and no doubt join up with the kit. What better influence could he provide? The 6 or 7 will drop with confidence and no doubt fetch the kit down too.

He can operate these droppers many times and he knows very well that they will not defect and will only drop in the floodlit area. This is termed as a 'high pressure' dropping system. A great many people operate a few fanfares on the loft top and make them flutter with a long thin bamboo cane. As you know, it is the flutter that gives the 'pull'. Droppers that 'freeze', are of no value at all and I doubt whether entranced birds or nervously inclined birds will notice them. However, no matter whether we use droppers to inspire courage to drop or simply as the 'green light' (clearance to land), I say that droppers are essential — if the pigeons are doing time of any consequence. Naturally — if one's birds are clearly 'shagged out' as we say — after a few hours and are ready to go drop at any price — even facing the trombone or a submachine gun — then of course — I see no reason to feed droppers. Furthermore — if one's birds are steady and ready respond to open clearance there seems to be no case for droppers.

Well — some people can manage without droppers — they themselves act as the dropper — and their birds respond to their call down. Some signal for clearance to drop has to be made. The nervousness and reluctance to drop has to be directly proportionally treated by intensified clearance to drop or encouragement to drop.

If, for example, a call down plus the appearance of a couple of well known loft

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mates on the loft top are sufficient to drop a kit then there is no need to intensify the pull.

If, for example, one has a very nervous and highly strung strain then of course more droppers and even droppers that can take to the air and jump before dropping with absolute confidence may be essential. It is well known that some pigeons become extremely nervous after overstress, in falling light or in certain abnormal atmospheric conditions. At such times, such birds need additional incentive or encouragement to drop. To have a few "Fannies" (as we call them) stand on the top of the pen as though they were posing for a photo are of no value at all. There is no pull from such as these. The flutter from one end of the loft, done with confidence, will generally give a lot of pull.

Maximum pull can only be given by pigeons that are trained to give it. They are called **High Intensity droppers**. Let us compare a frightened, over-excited, nervous or just plain stupid kit of Tipplers that cannot seem to get down to the droppers that are fluttering on the top of the pen or inside of the wire mesh. We will compare this kit to one or two strays that are tired and hungry in a state of nerves and terrified of everything. The old stray catchers knew very well that a few fluttering droppers may pull them down but they also knew that it may take more, therefore, out would go the high intensity droppers — low flying types that would hook onto any pigeon in the area. Of course, being joined by several conspecifics — flying low in great confidence — would inspire a sense of security and at a given signal the droppers would dive down to the loft top — very often bringing with them the strays. If this tailed these H.I. droppers could be "buzzed" again and again with no fear of causing them to defect. In Sheffield, we called them "Snatchers". Usually crossed Fantail Tumblers — very old and usually blind hungry — with ability to see or be aware of nothing but corn. Sexless — because of their hunger — no aggression whatever — tame — stupid perhaps. Example — I say 4 feeding while the fifth was carried away by a cat. The cat could have returned and carried off all 4, one at a time. I'm certain.

So, there you go, there are your high intensity droppers. An even more extended type was kept by Bill Purselove of Sheffield.

No matter what height the kit was (always three), he would put out 2 print hens. These would climb and locate the kit and immediately start to pull down. Very often, the entire kit and the 2 droppers were on the loft top inside a quarter of an hour.

One observer, standing by, was so impressed that his cigar fell from his mouth and all he could say was "Bloody Hell! Come to think of it, that's about all I could say too — in admiration of course.

FEED—UP

BYJ.T. Boden
(S. Ogozalek)
23 Orchard St.
Keyport, N.J. 07735

Well I am afraid there is no secret in flying tipplers, except good training on barley for 6 hours at night to drop them in the dark, but you have to graduate into the lights as these will frighten them.

Keep youngsters on canary seed until they are old enough to go into training for competitions, then give them 4 weeks in training before fly day.

If fly day is a holiday Monday you give them a good feed of best canary seed Wednesday night, and fly them Thursday afternoon about 7 to 8 hours to drop them at dusk or dark. When they come in you feed them up for fly day on canary seed, rape seed, millet seed, a little niger seed, a little linseed, and a few drops of tonic in water. Feed them on this until Sunday morning, then feed them about 8 a.m. Sunday together with water containing tonic, then feed again about 1:30 a.m. on Monday, with best canary seed, as much as they want, and a drink of water boiled the night before, and leave it in about 1/2 hour before the fly.

Wednesday night — Feed on Rape seed, millet seed, niga seed (thistle), linseed, canary seed, a little dari seed, cola nut tablet, a little tonic (iron) in water. Repeat same on Thursday morning, repeat same Thursday night.

Repeat Friday morning, Friday night same feed with boiled egg, sprinkle cola nut powder on yoke of egg.

Repeat same feed Saturday night, canary seed only, boil water (Saturday) let water go cold.

TRAINING FEED

Jack Boden

4 weeks before Flyday put birds on Barley. Give them about 5-6 hours old birds, 4-5 hours young ones, (3 birds a week). Try and run them into the dark in training, but do not rush them. Drop them for a while before dark, and put your outside lights on, get them used to the lights before dropping them in the dark. When training is finished if Flyday is on a Monday when birds drop on Tuesday before Flyday give them 1/2 barley, 1/2 canary seed, on Wednesday a full feed of canary seed.

Leave them up Thursday to fly about 9 hours. When birds come in at night give them the following feed to get them fit for fly day.

Thursday night: Canary seed, rape seed, millet seed, Linseed, niga seed (only a little) 6 or 7 drops of tonic in water.

Friday morning: Repeat above feed.

Friday night: Repeat above feed.

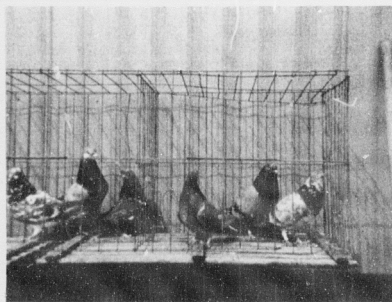
Saturday morning: Repeat above feed with 2 hard boiled eggs, use yolk only, grated up.

Saturday night: Repeat Saturday morning.

Sunday morning: As for Sunday morning at about 7 a.m. so as to get food out of them for fly morning, repeat above.

Feed them about 3 hours before fly time Monday morning, water about 1/2 hour before letting them out. Only CANARY seed to go out with, and only boiled water. Let food and water stop in with them till you loose them out, and make sure you start them together in all feeds mostly canary seeds, and keep competition birds by themselves in boxes 18 inches x 18 inches. After each feed if you can get some cola-nut tablets, given them one after each feed, except the morning of the fly.

Flyer Breeder Exhibitor of High Flying Tipplers



Compliments of
Rob & Bev Schaeffer
Box 104
Black Hawk, S.D. 57718

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pleasure.

Training and Breeding of Flying Tipplers

Art Prisco
town, N.J.

Pigeons will thrive under almost any conditions; however, one must admit to be successful the top fanciers follow certain good habits concerning loft management, breeding, sanitation, nutrition, etc.

It is my purpose in this brief article to summarize many of the important bits of knowledge I have read, studied and learned concerning flying a good kit of Tipplers, whether it be strictly for one's pleasure or in actual competition.

The information has come from many sources and individuals and I hope will be of some interest and help to improve the fanciers enjoyment and success with his hobby.

1. Obtaining Stock: —Quality not quantity is the key consideration. Two or three pair of a proven family, hopefully proven kit birds from a honest fancier.

The quality birds will give infinitely more satisfaction than a large number of inferior ones and will build a fine stud in a few years. (if handled properly). Buy only the best and expect to pay accordingly; the quality is long remembered after the price is forgotten.

It is also strongly advised not to purchase any birds until you have seen them in the air. If this is not convenient, then please appeal to some well-known fancier whose birds can be relied upon.

Without getting into actual names, I can honestly say I have met many true fanciers in the past few years by belonging to the FTA, DVR and ATU Tippler Clubs. These clubs not only publicize our hobby through friendly competition, but are very helpful in promoting friendship and honesty among fanciers young and old.

2. Loft: —The importance of loft construction may not appear important, but it is as essential as the quality of birds you plan to house. The most important items are location, dryness, ventilation and adequate size. The ideal loft is one that is located in an open area with view unobstructed by high trees or buildings. The visibility factor is necessary for settling and training your kit. But most important the fancier's ability to watch and evaluate his birds in the air.

It should be divided into a minimum of three compartments — breeders, old

bird kit and young bird kit. Also, an area with individual compartments for your flying teams.

It is a good idea to visit several fanciers that have been successful with flying Tipplers and look at their loft carefully. Then try to adapt their best features into your loft plans.

3. Selecting Breeding Stock: Strong vitality is the keynote of success. Choose only perfectly developed, bright healthy hens and active, vigorous cocks.

Select the best hens first, then pair with a suitable cock. The characteristics found in the hen are likely to be reflected in the offspring. It is fundamental that "like tends to produce like." In addition to being healthy and of good type, the hen should possess an abundance of femininity. She should be of good ancestry and a proven flyer.

The cock should be a good representative of the breed as possible, a superior individual in type and strength and if possible a proven producer.

It is also best to strive to produce better specimens, always keep a few of your best youngsters to breed from next year.

4. Breeding: —I don't think there is any secret to the success in breeding excellent flying Tipplers. Strong will power of the breeder to have hard and fast rules for commencing and ending; hence, not to breed a great number (quantity) but rather a few strong, healthy birds (quality).

Along with this comes the proper program of nutrition, it is vital to your success with pigeons, but it is not the only important factor.

You can find a lot in a bag of feed, but you cannot package all the disciplines you need. You can't find careful sanitation and sound management procedures.

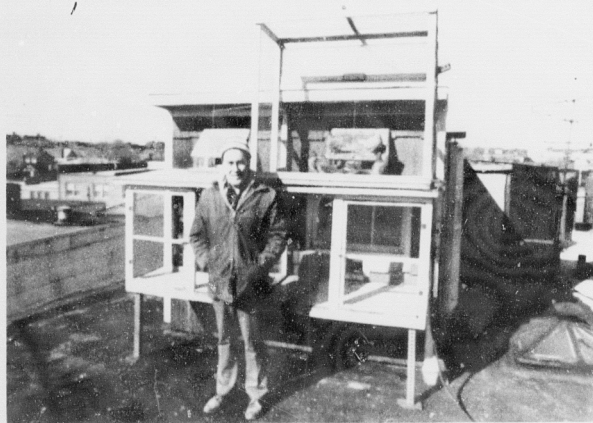
Many times beginners who would like to "succeed" seek advice and tips from veteran breeders in the wrong way.

There is no one "secret" to success and it is definitely not all due to some tricky feed-up or ingredient. The truth is that their success is more likely the result of numerous good habits they formed by years of experience and good common sense.

Remember one thing: Breeding determines the birds potential, but training and the luck of the game determines whether the bird will have a chance to achieve its potential.

A good trainer can get more from a mediocre kit than a lesser fancier can from a potential championship kit. A fancier is so vital to the form and condition of his birds that breeding eventually becomes secondary to training.

5. Training: —Whatever may be the type of performance desired from



Member ATU

"Keep 'em

Flying"

E. "Murph" Randall
Corona, N.Y.

FLYING TIPPLERS

your birds the one fundamental principle always holds true: "Success comes only with diligent training and infinite patience." The bird or kit is only as good as his training permits.

A trainer should keep a daily record of his birds' performance, in which he indicates general information about his birds and kit development. He should note weather conditions, time of day, length or duration of flight, the approximate height, kitting ability, feed schedule and type of feed, and any special notes concerning the overall kit performance. Also, specifically any individual birds that warrant attention (good or bad).

However, the daily record is only as good as the fancier who is interpreting the information and able to use it to improve his bird's progress.

Cleanliness is one of the things that you must have and is a major factor in high and long flying and without it the most elaborate dietary will not help.

Clean drinking fountain, dry and clean feed, free from bugs, molds, etc. — and adequate grit.

Birds should be free of lice, mites and the loft should be safe and secure enough to keep out mice, rats, cats, etc.

The birds should feel safe and content on their perches and free to get a good rest and night sleep without tension or anxiety.

A Tippler's habits, good or bad, are formed when the birds are young. Keep the birds adhering to the rules you wish them to follow. Be constant and systematic with your training program and don't look for any short cuts, because there are none.

An excellent program to follow is outlined by E.W. Matthews in his "Thirty-Six Stages For the Flying Tippler Novice". As one progresses, changes can be made to suit one's individual situation.

General Tips

1. Select your young kit birds by looking for strength, health and intelligence.
2. Fly odd number in kit, so if kit splits, chances of them regrouping will be easier.
3. A good kit should fly slowly and very steadily; the more they rush and dart about, the sooner they tire and fatigue.
4. After sex is determined, fly hens and cocks separately.
5. Be prepared to spend time, this is no one day a week hobby.
6. Breed for performance, forget about selection for color or markings.
7. Always put birds away to have good moult.
8. As the fancier gains experience in flying, he will be the better able to condition his birds.
9. Always have grit before the birds during training and breeding.
10. Sick pigeons cannot thrive in hard training or reproduce normally, the idea in pigeon keeping is to know how to guard against disease and cure those that occur.
11. The body of a healthy bird is solid and firm to the touch; breast bone is well covered with flesh.
12. The droppings voided by the pigeons are indications of their health. Their droppings should be firm and dark grey or brown, terminating with a whitish substance which rests on top. Diarrhea — greenish, watery or bad smelling droppings are an indication of bowel trouble and problems to come.
13. Join a local Tippler Club for knowledge, competition and friendship.

"Thanks Wayne and Stan for making this Special happen."

**Tim Kvidera, FTA Sec/Treas
13610 Johnson St. N.E.
Anoka, MN 55303**

Where Does The Flying Tippler Belong?

**by Tim Kvidera
Anoka, Minn.**

The Flying Tippler, as its name describes, is a flying pigeon and as such is most at home when on the wing. They enjoy and are capable of flying, so well that often the most difficult task in flying them is getting them to stop. Overflies are the all too often recurrent nightmare that plagues the Tippler flyer. Although they are basically bred for and excel at endurance flying—the current World Record is 20 hours and 40 minutes of sustained flight—is that the only place for them? Definitely not!

You may have noticed in the past summaries of breed popularity carried in the *APJ* that the Tippler has consistently appeared in the top placings. And well they should. Tipplers are a very hardy and versatile breed. Many fanciers enjoy watching these lovely little birds as they float through the sky, often touching the clouds, even if they do not attempt to achieve competitive flying endurance times with their kits. A kit on the wing is a beautiful sight, but Tipplers are more than flyers. Being very attentive parents the breed has found its way into many lofts as a very commendable feeder. Rarely are any youngsters lost due to Tippler neglect.

Pigeon shows are also a place where the Tippler can serve a purpose. As a flying breed they should not be bred exclusively for the show pen—there is another breed, the Show Tippler, that serves that purpose, but shows can be very useful in helping to promote the Flying Tippler breed. Where else can one expose these beautiful flying creatures to an uninitiated pigeon fancy? Shows are a great way to promote the Flying Tippler and meet and obtain new fanciers.

Why are not more Tipplers shown then? In many cases the answer is simple. Even though the Tippler is one of the more popular breeds very pigeon fanciers, let alone judges, know what a Flying Tippler is. Most are stuck in the old stereotype philosophy that a Tippler must be a stark marked light print or possibly a blue grizzle high flyer. This is very far from the truth. The current competitive endurance Flying Tippler comes in just about any color with many being self colored or even pied type splashes, baldheads, badges, bellnecks, etc. and many strains do not go all that high very often. Unfortunately oft times when one exhibits capable flying birds in a show as Flying Tipplers his birds get cut and sometimes even disqualified because they do not fit the judge's stereotype of the breed. Not many are willing to show in an exhibition just to have their birds passed over on color alone when if properly evaluated on condition and utility features they would have fared well.

Tipplers can and do come in blue bars, blue checks, blacks, reds, mealy, red checks, splashes, badges, etc. and dilutes of the above as well as the more "familiar" prints and grizzles. Color is immaterial when one is after endurance flying capabilities. And a variety of color is a blessing when observing a kit on the wing. When evaluating the birds while flying it is much easier to recognize which bird is in question if it is a checker among blues and reds than if it has dropped its third or fifth flight feather.

So fellow Tippler fanciers keep showing those "odd" colored Flying Tipplers and promoting the breed. Let others know how much fun flying the Tipplers can be. Help our breed continue to grow in popularity. Through the incorporation of more Tippler fanciers we will obtain increased numbers of competitive flyers enjoying the agony and the ecstasy of the Flying Tippler. And who knows, maybe someday the pigeon fancy in general will have shed the old color stereotype concept of our breed. Keep 'em flying.

COMING TO TERMS WITH TIPPLERS

**by James F. Smith
Norwich, Conn.**

It is my sincere hope to convey to the hobby at large a limited understanding of what it is we, as Tippler flyers, are trying to achieve and, also, what we are talking about in terms of the fancy.

The Tippler has its origins in England around the turn of the Century. It was derived from various matings with pigeons of the Tumbler family which were noted for vigorous high flying. It took some time to breed the tumble out of them in route to higher and more sustained flight; perhaps this explains the name Tippler.

When purchasing Tipplers see them fly before you buy. They just don't go up in the clouds and hang around for hours on end and then come down. Different

strains have varied behavior patterns and taken to a new environment could prove disappointing. Always try to deal with a reputable breeder.

Malt barley is recognized as the most desirable conditioning food for Tipplers. It is high in fiber but low in fat. This is good because you don't want them to put on weight. Now whether you train by the English method (in the evening), which is preferred, or by whatever method you choose the birds should be fed at night only. This is one of the very best contrivances you can have on them.

The British measure the amount of feed by the "egg cup". Just how much this has always puzzled me. The late Bob Funk once said that it was close to two ounces. However you will not go too far wrong if you use the plastic measuring cup off the top of a bottle of NYQUIL night time cold medicine. Give one cup per bird at night and feed with your droppers.

Droppers are light colored birds that are not active flyers. Fantails are favorites. So are Nuns. Remember, the stronger on the wing your droppers are the more problems you will have in the event of a crucial drop. You have an hour to bring the kit down after the dropper is thrown. If the dropper takes off with the kit you can kiss 'em good-by. You can bet your last piece of eight on the fact that the last thing in this world the British want to contend with is flighty droppers. They have this thing down to a science and you would do well to learn from them.

Kit boxes are individual coops about 13" square. One bird per box. The idea is to keep the birds confined in a semi-dark, quiet, celibate state. The only time they are allowed freedom is for exercise. Otherwise they remain in their respective boxes. They are fed, given grit, and are watered all in these enclosures. They see no other birds or are disturbed except when the droppers are fed first in full view of the caged kit.

A feed-up is a planned change of diet. It can span many days or just a few. It usually starts with a dose of epsom salts in the drinking water. This can range from a tablespoon per quart of water to a teaspoon per pint. Experiment with this and be careful. Give it to them either on Sunday or Wednesday night, but not both nights. The object is to purge their systems so they will start when the diet is enriched.

The feed-up consists of corn, canary seed, rape seed, regular pigeon feed, and polished rice. Other things come into play also.

Parrishes Chemical Food is an English concoction. It is an iron tonic. Here in the States you might try Geritol: five drops per pint starting Wednesday or Thursday thru Saturday night. Honey is excellent given one tablespoon per three quarts of water the night before a contest. Rich Seabridge suggests blackstrap molasses. Also powdered milk. Cod liver oil or Halibut oil capsules are very good, too. Give one per bird the last couple of nights after feeding but before drinking. Gently shove them down the gullet. Brandy or port wine can be given and it is definitely a good tonic. One teaspoon per pint one or two hours before release in the morning.

Now some people have no need for all the above tricks and ideas. My good friend Bob Kennedy could probably fly Tipplers out of the trunk of his car feeding them cream potatoes and still record good times. However the rest of us have to rely on a bit more than that.

One real good thing to do is to join the Flying Tippler Association of America. Ten flies a year, trophies, diplomas, fellowship. Just contact Tim Kvidera, 13610 Johnson Street N.E., Anoka, Minnesota 55203 or the writer at RFD 1 Box 43, Norwich, Connecticut 06360. May you always have a Northwest wind.

SHOWING THE FLYING TIPPLER

by Ed Buraczewski

A lot of planning goes into showing a Flying Tippler or any other breed of bird. It is not a project that can be accomplished in a week or two; it's a year round project.

Starting off, a clean loft with good food and drink is essential in breeding healthy youngsters. Weather permitting, a bath should be given on a weekly or biweekly basis. During the moult a bath is more important. Additives such as borax or baking soda may be added to aid in the cleaning process.

A lot of time should be spent with the birds, especially as youngsters, talking to them and handling them. Getting them used to you will help eliminate wildness. Some birds require more time than others; the Lovatt and Scheffield strains require less time than the Gordon Hughes and Macclesfields. Being locked up in a show cage for hours or sometimes days is an ordeal for any bird, but if it is not properly prepared, it will be wild in the cage and hurt itself. Ruffled feathers or

a broken flight feather may occur, and no matter how super the bird looked at home in its own loft, it will not impress the judge in this condition.

The general appearance of a Tippler is a fact to be considered. The bird should look alert and should have a well proportioned body. It should be free of lice, pin holes and fret marks. If detected, these usually are grounds for automatic disqualification. The bird should be in condition — not fat or soft. The average Tippler weighs 8 to 13 ounces. A good indication of the condition is by checking the vent which is located at the end of the breast bone. The vent bones should be right (close together).

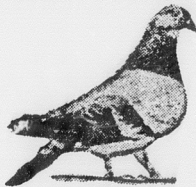
Final preparation before showing is to use a damp cloth to wipe off any dirt that will detract from the appearance of the bird. If you have carriers with separate compartments this would be the best to use; if not, do not mix hens with cocks. It is better to take two carriers.

Each judge is looking basically for the same thing — good body proportion, good feather condition (broad primary and secondaries) and cleanliness. It doesn't matter what strain of Tippler you show, some strains do show better than others. With regard to color, I have found that most judges prefer colors such as light and dark grizzles, mottles and prints rather than solid colors, blacks, reds and yellows.

Don't be afraid to start showing your Tipplers. If you are hesitant as to show quality, visit as many shows as you can get to. Talk to exhibitors, observe judging techniques and ask the judges why they rejected or accepted a particular bird.

The best way to show is by doing. I can't emphasize this enough. Not only is it a good way to spend the day, but you get the unique opportunity to talk with experienced breeders and judges.

The Tippler is a dual purpose breed and can be used for long time flying and showing. Give it a chance to live up to its full potential.



Thanks to Tony Schepige
Reds & Yellows

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Something About The Dutch Flying— Tippler Club

by W. Knol
Secretary N.V.C.

The present Dutch Flying Tippler Club has been established at the first of January 1959, with the serious intention to build up a real club of fanciers for the long-flying sport, in the same way, they do in England. In fact this club was a continuation of an already existing Tippler Club that was grounded just after the second World War. To be clearly, the members of this club were also occupied with breeding Tipplers, but by exception show-tipplers. Even before the war there were still Tipplers, but these Tipplers were practically show Tipplers at all. To fly was more an exception. In the war there were still fanciers in the Netherlands, hiding the Tipplers because of the prohibition of the German occupation troops. The mentioned club grounded after the war (members with show and flying tipplers) is dead and gone that's why. He, who practice showing and want flying-achievements at the same time is in contradiction. That's why a small couple of members, who only liked flying started the new club, the present club, which has been growing out to a club of about 80 members, at this time.

One of the principal champions of this new N.V.C. is our honorary president, Mr. E.J.v.d.Wel in IJmuiden. This Mr.v.d.Wel, native place the pigeon-city Amsterdam, is an all round tippler fancier with heart and soul. Already far before the establishing of the new N.V.C., he had many contacts in the birth-place of the flying tippler sport, England. By many matters of business, he could make many contacts with the English tippler fanciers, under which the big men, Mr. Gordon Hughes, Mr. Jac. Boden, Mr. Sam Billingham, Mr. Merredith and so on. It is not surprising that more than once, he was in the opportunity to import good birds into the Netherlands. Afterwards he even took care that imports were brought about from Germany, the country where he made many good fanciers too. Afterwards his contacts in the tippler sport stretched out over the whole European continent. Very European Countries were provided with the best English Tipplers through him.

By the appropriate climate it is in every way comprehensible, that the N.V.C. could develop very favorably.

The continental record Old Tipplers was established in 1969 by our club-member, Mr. H.G.v.d.Broek, Delfzijl, with a time of 18 hours and 39 minutes. His animals were of the strain of the late Mr. Merredith, England.



One of the Merredith—birds out of the team of Mr. H.G.v.d.Broek, Delfzijl.

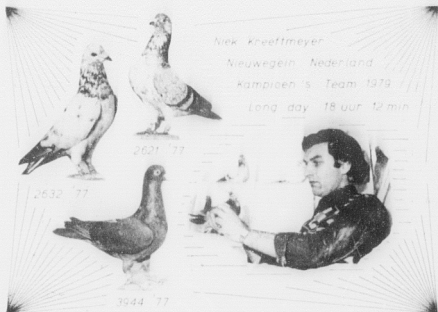
Afterwards, in 1979, at Long-Day, this continental record was broken by Mr. Alfr. Liemen, Dorsten, Germany (D.F.U.—member). Time 18 hours and 49 minutes. This nice times began to give rise to train in the dark, as it is usual in England already for long times. Sooner or later, we here in Holland, will achieve the beautiful times, which they achieve in England already for years.

As for the type of birds in the Netherlands, we mainly find the Sheffield type. Originally here, also were Macclefields and Manchesters, but these are as in England, as far as I know, more and more gone up into the Sheffield type. The Dutch fanciers like in general, birds which fly high as well as long. Herewith, I thought, they succeeded. Recently in this country nice times were made with descendants of birds of the strain of the late Mr. S. Billingham, England. Very good descendants came from a red S. Billingham cock imported from England. From this now nearly 15-years old bird, I am still breeding.



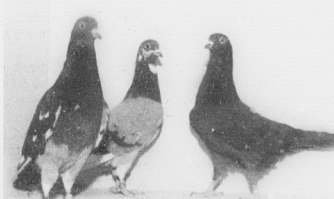
Breeder Mr. Ken Brown, Sheffield, England.
Owner Mr. W. Knol, Enschede, Holland.

With direct descendants of this cock, our club member Mr. Nic. Kreeftmeijer was flying this year 18 hours and 12 minutes.



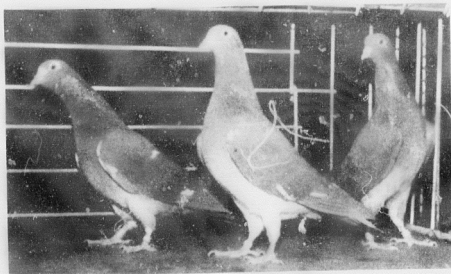
Champions—team 1979, Mr. N. Kreeftmeijer, Nieuwegein, Holland.

In 1978, our club-member Mr. G. de Vries, Haarlem made likewise a nice time of 17 hours and 52 minutes, also descendants of the same S. Billingham cock.



The team of Mr. G. de Vries, Haarlem.

And in 1977, club-member Mr. E.J. Bronstring, Haarlem made a time of 18 hours and 7 minutes. This team was also from the strain of the above mentioned S. Billingham cock.



The team of Mr. E.J. Bronstring, Haarlem.

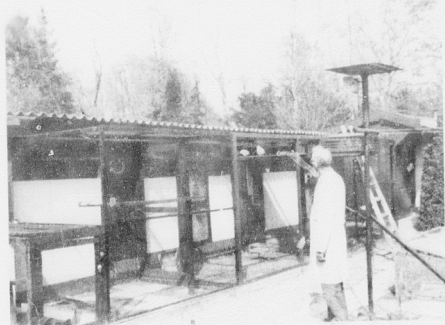
With the Manchester type, our club-member Mr. P.v.d. Werf, Oosterbierum, made a time of 17 hours and 58 minutes, at Long-Day, in 1978.



The team of Mr. P.v.d. Werf, Oosterbierum.

From England, many good birds are also imported of the strain of Mr. Gordon Hughes and Mr. Jac. Boden. All these birds have the blue colour. By all kinds of cross-breeding, own types and various colours occurred. Every year, the N.V.C. organizes 9 competitions. The first four competitions are for old birds. There after the Long-Day takes place, with old as well as young birds. Thereafter the Long-Day take place with young animals. A September fly also takes place with young animals as well as old ones. For the old birds there is a championship's prize as well as for the young birds. There is also a general championship's prize. Two matches always take place in competition with the German Club D.F.U.

In October our general meeting takes place, where all prizes are presented.



Mr. W. Knols' Loft, Enschede, Holland.



Mottled Show Tipplers, bred & owned by Clarence Williams, Deer Park, N.Y.



Self Show Tipplers, bred & owned by Clarence Williams, Deer Park, N.Y.

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THE "OIL DRUM" CAPER

by Jack Prescott
Sheffield/England

I do not think that everyone knows about the "dual-purpose" function of droppers. To most people, droppers are white or colored and white pigeons that are very poor fliers. These are hustled to the top of the loft to lure flying breeds and give such flying breeds the confidence to drop.

A team or kit of fliers can be dropper trained to "respond to droppers" when they are let loose on the loft top. This is the prime function of droppers, but an equally important function is, the clear indication that fliers must not drop without the appearance of the droppers. The training of flying breeds to accept both aspects of "dropper use" involves the use of forced flying during the absence of droppers and encouragement to drop, when, and only when, the droppers appear.

Of course, everyone will have seen or taken part in some form of forced flying. There must be a great many forms of scaring off. I've seen or heard of tennis balls on the end of string, footballs being thrown up vertically, various missiles accompanied by hand clapping, the blowing up and bursting of paper bags, whistling, shouting and frantic arm waving and even violent waving some kind of brightly colored rag on the end of a pole.

All very effective, I am quite sure.

When I was a good deal younger than I am now, I very well remember a more highly sophisticated method of forced flying. I well remember the days when a certain Tippler fancer of Sheffield obtained an empty fifty gallon oil drum and placed it in his back yard close to the W.C. or as you Americans say, the outdoor "John". His loft was in the other corner of the back yard about 20 feet from the oil drum. To start with, this fancier would watch his kit of tipplers and if they came low as if to drop, he would walk from his house to the oil drum and proceed to bang on the oil drum with an enormous hammer.

Well, as you can appreciate, this really devastating noise worked like a charm and the kit would tighten up and veer away. All the dogs in the neighborhood would bark and I do not know what the neighbors thought, however that was the way it was and as I say, it certainly worked.

Now this fellow would continue until he saw the obvious signs of genuine fatigue and then he would put out his fantail droppers and call to his kit as he stood by his loft.

As time went by, he very seldom had to actually bang on the oil drum and all he had to do was walk over to the "John". This was a signal to the kit and they would haul away in fearful anticipation of loud banging on the oil drum.

During the time when he was actually trying to drop his kit, neither he nor his family went to the "John". This system was effective and very few Tippler men knew about it at that time.

However, this is what happened. I went over during a contest and stood with the timekeeper and this fellow, watching a kit of three hens which were not doing so badly. However, some time later this kit came very low, too low for trust and this fellow walked over to the "John" and actually went inside the "John" for a couple of minutes, during which time the kit hauled away and gained considerable height. About an hour later, the same thing happened again, so I decided to explain the caper to the timekeeper. The timekeeper immediately realized the caper and told this fellow that he was going to disqualify the kit. This fellow, then almost went berserk and he and I practically came to exchanging blows. The timekeeper then lost his temper and it looked like developing into a three-way punch up. However, common sense prevailed and the kit was disqualified.

This was just an example of what we Limmies call "fiddling". I suppose that means cheating.

This was by no means the first or last attempt at "fiddling". Some were successful, others were not. It is not too difficult to fiddle, especially when timekeepers are novices . . . or friends.

One rather expects novices to try to fiddle, but it becomes more nasty when the famous are involved and are actually caught fiddling.

Having been caught, of course, every honest victory is held to suspicion and people will prefer to believe that every victory has been fiddled.

Now, I have not been a church going man but I believe that there are ten commandments.

However, here in Yorkshire, it is said that there is an eleventh commandment which says . . . "Don't get caught".

Some people believe that if the eleventh commandment is kept, then there is little need to worry too much about the other ten.

The trouble is . . . that the eleventh is the most difficult one to keep.

TRAINING YOUNG TIPPLERS

BY Gordon Hughes

My way of getting youngsters used to their surroundings is to allow them to stay in an aviary which is attached to the loft, for about 14 days before they are first liberated. They can see all around from this aviary and can get used to the "land marks" before they are allowed out. Then when I liberate them for the first few times, I only let one bird loose at a time. In this way, only one can be lost at a time, and if one strays away it is more likely to return if alone than if it is with other birds.

When the youngsters are finally settled and flying in a kit, I feed on malted barley plus a little linseed. I give them very little to eat otherwise they will stay away and become lost. When they are used to the surroundings and are released all together for the first few times, they will only fly a short time as they are still very hungry. Then they have to be given a little more barley and perhaps a little wheat to make them stronger and perhaps fly from three to five hours. I always try to judge how long my youngsters will fly before liberating on any training spell in order to liberate them a time when they will be well enough to fly until dusk. However, they do not want liberating too late in the day or evening that they will not come down until the next day. If birds stay out all night, it tends to spoil them for competition flying. The object in training the birds to come down at dusk is that when they are liberated earlier in the day when a competition is taking place, then they will still fly to dusk if they are fit and as they have been taught to do in training.

Never frighten your birds. If you have liberated them and would like to see them fly until dusk and they appear to have had enough two hours before dusk, put your fantails out and get them in and try to do better next time. If you can train your birds to drop onto the loft at dusk (every time out) when in training, it is a comparatively easy task to then build-up strength, by giving them better corn (feed) and seed to the barley on which they have been fed in order to make them fly much longer on a competition day.

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Flying The English Tipplers In Hungary

by Varga Jozsef
Budapest, Hungary
translated by Korodi Tivadar

In our country, flying the English Tipplers in large kits is relatively a new sport. It started about 5-6 years ago. This is not much to get acquainted with a new flying breed. Still, we can draw some conclusions concerning the mental and physical character of the English Tippler.

There were a few strains of tipplers brought into Hungary in the past. The importer or breeder either flew these tipplers with the Budapest Highfliers and thought nothing their ability to fly long times/or bred them as fancy or show birds. The English Tippler was better known in the neighboring countries, namely, Czechoslovakia, Jugoslavia, Roumania etc., where they are flown in small kits/3-5 birds/. Like in the western countries. In view of these facts, there was a false impression among the flying fanciers that the tippler pigeon was a solo flyer. The Budapest Highflier flies with a fast butterfly wing motion in small circles, usually staying above the loft. In the beginning, when some fanciers tried to fly a few tipplers with their budapest kit, the tipplers having a slower wing motion and have a tendency to rake away, separated from the large kit-added to this false belief.

Approximately, 6-7 years ago, we received 10 competition tipplers from Dieter Arndt of Hamburg, West Germany. Mr. Arndt is the german record holder with young birds, 17 hours and 46 minutes. They were blues, blacks, silvers and a couple of grizzles. These birds were divided up between two breeders, namely Banhegyi Janos and Mezei Sandor. Later on a third one, Varga Jozsef joined them. These people, who by the way are reputable flying men, pioneered the flying of the English Tippler in large kits. The false belief, that the tippler pigeon was a solo flyer, has become none existent.

From my past experiences flying the English Tippler in our environment, in large kits, it became obvious that they are excellent kit flyers. During national competitions, most of these large kit/14-24 birds in a kit/flew over 10 hours, all the birds finishing the race. In comparison, flying the Budapest Highflier many

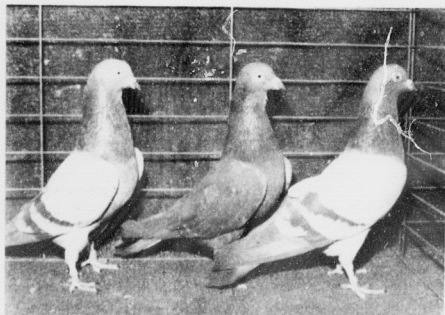
times can be a disaster. The Budapest flying higher than the tippler many times out of sight/, may be lost much easier, due to strange air currents etc. During competition, sometimes entire kits would get lost. Flying Tipplers for the past couple of years, this has never happened. A friend of mine, who lives approx. 800 meters from my house, also flies tipplers. Our kits very seldom mix with each other. If they do, after a while they separate again. Since I keep and fly Budapest Highfliers also, even though I very seldom fly them on the same day, it has happened occasionally that the two kits would fly together for a short time then separate, having a different flying style. Flying young tipplers with Budapest Highfliers, they seem to take up their flying style even though it might be straining for them.

Our competition tipplers fly in any kind of weather. On windy or rainy days, they seem to be more cautious, flying lower or not raking away as usual. On more than one occasion my tippler kit was covered by low clouds for long periods, coming out of them together, never splitting. I have been flying Budapest Highfliers for 54 years. I like them and will never give them up for sentimental reasons. With tipplers it is a little different. I keep tipplers for 5 years now and in a short time I have got used to liking them. They always show me something new that I have not experienced before. Those who love to watch their birds fly, the English Tippler is the ideal flying bird. Our Hungarian Flying Tippler Club is still small but it is growing. More and more people will get acquainted with this breed and join our club. We do not intend to break world records in our small country flying the tippler region. Under our geographical and weather conditions we still would like to reach the point that our tipplers fly from day break till night, flying our large kits for the time being anyway. This is tradition in our country, we are used to it and enjoy it.

Perhaps in the future we join the ranks of the tippler flyers of the other nations and fly our birds according to their rules.

Compliments of

M. Conticchio
Jersey City, N.J.



Tony Schepige
Bloomfield, N.J.



Flying Tipplers

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ATTENTION TO YOUNG BIRDS

by Job Ofield

When the squabs are about seven or eight days old, the rings should be placed on their legs. This is a simple operation. Get hold of the youngster by the left hand, with the palm over its back, this will enable you to grip the squab's foot with the left thumb and fore-finger, push this forward and with the right hand push the ring on the three toes first and then press the back toe against the squab's leg. Carry the ring right along until it has cleared the back toe, then let the back toe come forward again and the ring is on. Take the ring number and year and enter same on a card or in a book which already has the parents' ring numbers and ages. You will find this most interesting for future reference, and future pairings of your stock. You can always tell the birds that have bred the good ones and also the bad ones.

After the squabs are fourteen days old, the parent birds will begin to arrange for a second nest. Another pan of sawdust may now be placed on the shelf they occupied with their first nest. A good plan is to raise the 2nd nest if possible so that when the old birds are sitting the second 'round' they are not molested by the first youngsters. This can be done by placing a brick or a like article in first, and the pan on the top. When the second round are hatched out, the first should be removed. These should be placed into the other compartment. At first they may suik and refuse food and water, so you must be extra watchful of them, as many a promising youngster has died when a little help from yourself would have saved it.

If you notice that one is not feeding, feed it yourself with some soaked peas—about a dozen peas will suffice—morning, noon and night, and after gently forcing its beak into the water fountain, it will soon get acquainted with what it has to do for itself.

The next thing to do with the youngsters is to let them have full access to the wire run, or let the old ones have the run in the morning and the young ones in the afternoon. If you can divide the run for the time being, so much the better. When they are used to the wire run, open the trap on the loft top, and let them wander about at will. If you have the old birds in the wire run, the youngsters will not go very far away. If they should 'strike up', just move the old ones about to draw their attention, and down they will come.

At this period it is as well if the youngsters are kept a little hungry, as you find them easier to control. Get them running about the loft top after a few grains of darr—which are easily seen—and so into the trap again.

After a while they will 'feel their wings' a little, and begin to dart off the loft top some going one way and some another, and you may have six youngsters flying and six kits. Do not be alarmed—shake the old birds up, or better still, if you have an old fantail by you for a dropper, put him on the loft top and whistle your young Tipplers down.

Keep them hungry and repeat this method for at least a week, after which you will notice they will begin a kit or circle round together. When they do this, you can reckon you have got your first kit 'on the go'.

While you are paying so much attention to the young birds, do not neglect the old ones—give them food, clean water, baths, and plenty of health grit.

Some fanciers take two rounds from their old ones, and some three—being a matter of choice, but whichever you decide to do, be sure you do not over-crowd. We will suppose, it being your first breeding season, you decide to take two nests. Very well then, proceed as with the first youngsters.

When the old birds have laid their third pair of eggs, remove the eggs and replace them with a pot one. If you have not pot ones, let them sit on the eggs for fortnight, then destroy the eggs and take the hens away, placing them with the first lot of young birds, and leaving the cocks to finish rearing the second lot of youngsters.

By removing the hens after fourteen days, you take them away just before the soft food begins to form for the third round young, and so prevent sour crop, etc. The cocks will do their duty by their own until they can feed and drink for themselves. Keep the birds separate—the cocks in one loft, and all the young ones and hens in the other loft. Should you notice any of the 'first round' to be cocks, place them with the old ones until you have sorted out both sexes, and have two compartments full.

You will continue the same treatment with the second round as with the first, with regard to the settling of them.

TRAINING YOUNG BIRDS

When the youngsters have fairly 'taken to their wings', they can, at about eight weeks old, be put through a course of training. To begin with, start your young birds off two hours before dusk, and fasten your loft up so that no other bird is on view.

Do not over-feed your birds, and when you think they have flown long enough, put your Fantail on the loft top or drive all your birds into the wire run. Whistle or call your youngsters, and throw some corn around for the others to pick up. The birds flying will soon come down to know what is wanted of them. The next day keep them confined to the loft, and repeat the day after but liberate one hour earlier. The food may consist of wheat, peas, and barley. Only feed once a day at dusk, and only give water after meals except when turning out for a fly, when they may have a drink before liberation.

Continue this treatment gradually, increasing the time by turning out one hour earlier than the previous time, until the birds are about eleven weeks old. They should by then be flying about nine or ten hours, after which they could be put into serious training for a long day's flight such as are organized by the National Tippler Union, the All England Tippler Society, and the Welsh National, chiefly held on August Bank-holiday Monday.

Remember this—Keep the birds closely confined unless 'on the wing'. As soon as they drop, get them in smartly. Never allow them to loiter on the loft top, as it makes them lazy. Never over-feed so that they go and drop away, because where they settle once they will go again, perhaps on a day when much is at stake. So always drop birds on the loft top. Do not fly cocks with hens unless you are obliged to, for when they drop they are a nuisance to get in after flying.

"MY TYPE OF TIPLER"

by Oskar Zovic
Canada

The birds I have are from Harry Adams and Don Wilson coops. Harry Adams being mostly of Lincoln and Curtis bloodline. Davis' birds are mostly from Harry Hunt and Herb Kay coops. (Herb had some beautiful blacks of Lincoln type.) Because of Adams being mostly Lincoln and Curtis, which means a lot of blacks checkers and pure white. I got some really nice badges, the ones you won't see at Mr. Hunts. My favorite type of birds are those of H. Adams (Lincoln) strain. They are rather small with long wings carried under the tail, short face, short legs, and ivory color of the beak. They flew good for me. I also know their pedigree, it goes all the way back to 1939. That is how far back H. Adams records go.

As for the training I did train them by Harry Hunt methods, and was very happy with it. I can never thank him enough for it. He would come and keep an eye on them to make sure I didn't make a mistake, to either drop them too soon or push them too far.

Here is how I make them stay. First couple of days I feed goose wheat and a drink of clear water. From there on I feed pot barley for two days, one day 50% barley, 50% goose wheat, then barley again. On the fifth day of being on it, and in the flying cage, I open the trap and let them out for a look around, naturally the fantails are with them also.

As for my best fly last year, here is what I did: Monday: Feed them at 6 p.m. drink of phosterine 10 drops in 10 oz. Tuesday: Feed at 6 p.m. small corn, goose wheat, drink of phos. Wednesday: Workout fly 6 hrs. feed goose wheat at 8 p.m. drink of phos. Thursday: Feed at 6 p.m. Tippler mix drink of salted water (table salt). Friday: 6 p.m. goose wheat drink of phos. Saturday: 1 p.m. canary mix. 10 p.m. small corn and canary, drink of phos. Sunday: Let out at 5:45 a.m. flew very high for first 9 hrs., after it till I drop them at 6:16. flew from medium to high. These birds were basically of H. Adams strain.

TRAINING FLYING TIPLERS

by Ervin C. Grube

In the following lines I will deal with the training of youngsters - birds which are to be flown together in kits. The number usually flown together is three birds to a kit and the amount of feed is calculated on this three-bird basis.

When your youngsters are five weeks old take them from the old birds and place them in the flying loft. Right then start them out on barley (the whole grain). On the first night give them all they will eat. If they are hungry they will eat it. After the birds have eaten give them a drink of water to which you have added Epsom Salts (one teaspoon full to a quart of water). Make sure that every bird gets a drink, some timid youngsters you may have to help a bit by placing their beaks in the water. Now it's time to close up for the night.

"Daily Feeding"

Feed one and one-half eggcup of barley per three birds at a feeding. After your youngsters are well settled you may drive them into flight, but keep your droppers handy if the birds become too wild. Settle them down to flying every other day. If you should find that they fail to do well on straight barley, then alternate, feeding barley one day and wheat the next day. If your birds do three to four hours on barley alone, then you need not use wheat. One must use his own judgment in this matter.

"Suggestions for Flying"

Fly your birds as near to dark as possible, and do not feed them until one hour after you have dropped them. Always use droppers, never letting the birds drop without them. Once your birds have dropped walk them into the loft. Do not allow them to loiter on the roof-top.

The way in which a fancier's birds fly depends almost entirely on his method of handling and feeding. In 1939 I flew a kit of youngsters for over twelve hours. At the start of their fly, I told the timer that I was not very hopeful, for it began to rain about thirty minutes after the birds took to the air. The rain stopped only to be followed by a very miserable mist. The night before I had fed my kit a mixture containing corn. If it had been a hot day, I have no doubt that the birds would have been down after the first few hours.

"Special Care"

Once your kit is doing three to four hours, you may begin to build it up for longer flying. Start out by giving your kit an eggcup of mixed bird seed for three birds, finishing off with barley. Always feed once a day, just at dusk or at a time most suitable after you return from work. When your birds have cleaned up the feed, allow them to have grit and a drink of water. Then remove grit and water (also feed spilt on floor), and your job for the day is done.

There are many special feed-ups used by fanciers who swear by fanciers who swear by them, but you must use your own common sense and study the birds and the grain they are fond of and which are good for them. Feed moderately or else your birds will drop to the loft-top and begin to throw up. Your bird is equipped with three important organs—heart, lungs, and liver—on these the strain of the long flying falls. The bird fanning his wings in flight puts these organs in action. The lung takes in the much needed oxygen, the heart carries it to where it is most needed, and the liver carries off the poison produced by fatigue. If you overfeed, you upset the functions of these organs, causing a strain on the liver so that the bird gets a bad hangover. Strong muscles—another requisite of a good-flyer—you help build by giving exercise and sustaining feed.

Now let us go back to the point where we started giving the youngsters canary seed. Their main food so far has been barley and perhaps wheat—if your birds need it. You have given the youngsters a shot of canary seed finished off with the old stand-by—barley. On the following night toast some bread, crush it, and feed it with part of a hard-boiled egg. Add a little rape seed to this feeding, give them a drink of water and their grit; this completes another day's work. The following day return to full barley and set the birds out for a fly. Follow this scheme with a feeding of a good pigeon mixture one hour after your birds have dropped. Once a week give Epsom Salts in the water to keep the birds cleaned.

"The Use of Rue"

For birds in training often a special drink is suggested. I have used rue successfully. An old fancier once wrote me that he never used rue except to condition a bird. I continued the use of rue, for I felt that I was conditioning the youngsters. If they refused to drink it, then I made a change. I buy dried rue from the drugstore and steep it as I would steep tea. I have heard some fanciers say that they boil rice, drain the water off for a change. The night before a race a few drops of Port Wine may be added to the drinking water.

In conclusion I wish to re-emphasize that a fancier must use his common sense in discovering what feed his birds will fly on. Some birds will fly well on one feed while others will not. And a few won't fly on any kind of feed—they belong in the soup pot. Please remember that I have not been trying to set up any special method of feeding, but that I have simply offered you some practical suggestions.

FLYING TIPLER NOTES

by W. Lovatt

By the time these few lines are published pigeons that have been in training for Easter Fly competition should be giving their owners some idea of what to expect from them on fly days. Yet it is not always what we expect but what we get. The experienced fancier is not infallible to mistakes, but his experience generally pulls him through and my advice, for what it is worth, is to handle every pigeon before turning them out to fly through training. Feel for body condition, no two pigeons handle the same, you will soon find this out by continual handling. Feel them, when they go out to fly, then again when you get them in and notice the change in body. If your pigeons are in good body condition, being tight in flesh, give them more time to fly than if they are poor. Some pigeons handle good even being fed on barley which is the competition flyers' staple feed during training. All fanciers have their own method of training and feeding in preparation for that day. That day must be competition day. Not the day before or the day after.

Some train for a longer period than others but I think three weeks is enough; longer is apt to get them stale. Some ration the barley, giving less than others. I give a little under what they could eat up, being a fancier that likes to see his kit fly strong and not looking for the droppers all the time. I would sooner take an hour to drop them, than have to drive them for an hour. No matter what method is used, all are successful. But to be successful you must have a method to work to. Some fanciers change the diet from barley sooner than others, some ten, some six, others three days before competition. No matter which period you prefer, the pigeons are improved if cleared out with a drink of Epsom Salt one night and rue tea the next. Some birds are very stupid at drinking either and I find by giving a little linseed or crushed bread along with the barley they are glad to a drink to wash it down. The last two days the birds are fed on barley. I know an old fancier who used to soak his barley for 12 hours in Salts, also in rue tea, then dry it gradually and put it in tins until he wanted it. He called it his Special Barley. This fancier was a good Tippler fancier but had a bad flying position, otherwise would have been amongst the champions. Incidentally, he did fly over 17 and 18 hours and he did not wait for his pigeons to drink salts or rue and he never made excuses for his pigeons, if they did not do as expected, it was too bad. His birds were very small, a good training and with a couple of feeds of mixed corn, he said, they would fly grand for 12 hours. It is remarkable how soon a Tippler will improve in body condition, and it is also surprising how soon they lose that body condition.

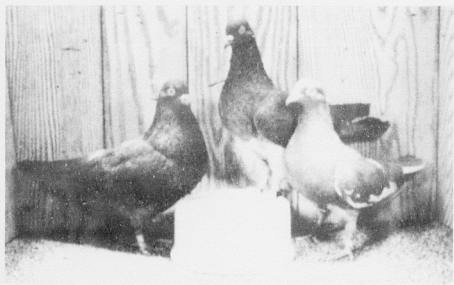
If only the novice and beginner would handle his kit every day after he has changed from barley to other grains he would not think about those so-called secret feeds and tonic drinks. He would notice a change every day in their body condition. Some birds put on body condition sooner than others, and some will never put an ounce on, but if one or another of my kit do not improve I do not worry. If they have all eaten what I gave them they will be strong. There is nothing to beat good, sound maple peas for stamina. I have flown good times off two nights maples, one corn, one corn and wheat, next corn, wheat and mixed canary and fly morning bit rice, corn, wheat, canary.

For a tonic nothing is better than Parishes Chemical Food. Twenty drops in a pint of water fly morning, clean water that has been boiled and gone cold.

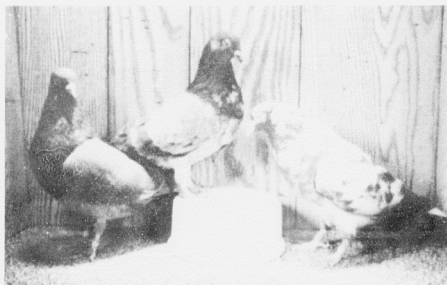
If pigeons, after a barley training and cleaned out with Salts and given rue to drink before giving this simple feed, will not fly 12 hours up to 16 hours, it is bad training or birds. No one can fly duds, for remember, 18 hour pigeons are not as plentiful as cherries on a cherry tree.

To fly 18 hours or more the birds must have favorable weather conditions with helping winds. There are many Tippler fanciers that never fly times because they fly from bad positions and it is always hard work for their kits to fly even 12 hours. These fanciers are true sportsmen, never grumble but keep competing with fanciers who have better flying positions. I was surprised to read Mr. E. Loach's remarks, saying he had been down to Leek several years, and I and one or two of the Hanley Club Members go down to Leek every time, and I can assure him there are no Tipplers down there today of the same type, color or size as he saw there years ago. The Leek, Congleton and Macclesfield type were all alike, not the size we see now. The size is spilling the balance and type we older fanciers always look for in a Flying Tippler. The old saying, a good big 'un will beat a good little one, does not apply to Flying Tipplers. Some of the big pigeons must be 1½ pounds in weight, but I expect it is everyone to his own idea, and as in all other fancies, type and size change with the times. But in Tipplers I prefer a nicely balanced pigeon as a time flyer and this is my opinion of what to look for in a Flying Tippler. You can publish these few remarks as typed down last year by Mr. R. Stephenson. He came to my loft and asked me to demonstrate to him how and why the difference in type and what I looked for to be my ideal of a Flying Tippler. I penned him four pigeons and pointed out faults and good points in every one separately and thought what a good job he had done after receiving his views a few days later. There cannot be any fixed type in the Flying Tippler and we all have different opinions, but these were and still are my ideas of a Flying Tippler. Hoping these few lines will be of interest to the beginner and some other abler pen than mine will write a few remarks.

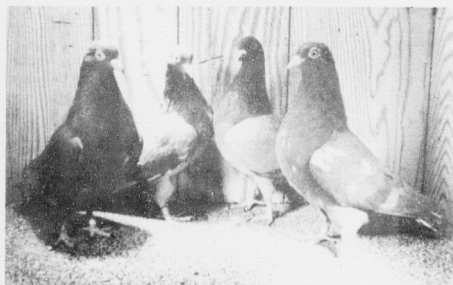
TIPPLER'S POTPOURRI



FTA Honor System Old Bird Record Kit including FTA-74-266, 265, 256. Flown 15 hours 12 minutes on May 22, 1976. Other FTA competition times include 10:03—June 19, 1976, 7:43—Sept. 25, 1976, 10:38—Oct 9, 1976, 7:30—Oct 23, 1976, 11:17—April 23, 1977. Prior to addition of #265 who replaced lost #257 the kit flew 12:22 on May 10, 1975 and 10:27 on May 24, 1975. Bred and flown by Tim Kvidera, Anoka, MN.



As 10½ week old youngsters this kit of FTA-78-808, 802 and 815 flew 10:33 to place second in the 1978 FTA Long Day Fly. Bred and flown by Tim Kvidera, Anoka, MN.



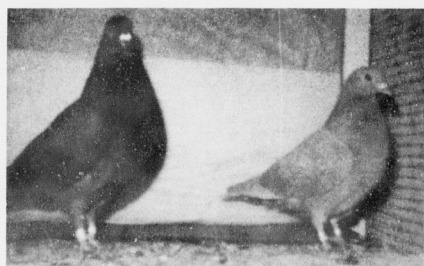
This kit of young birds, FTA-79-956, 959, 951 & 967 flew a time of 9:53 to take second place in the initial FTA Fall Series fly in September, 1979. Bred and flown by Tim Kvidera, Anoka, MN.



FTA 79-914, 918, 919 & 913, this kit swept the 1979 FTA Summer Flying Series. As 8½ week old squeakers they went 11 hrs. 24 mins. to win their first competition. Two weeks later they won the Long Day Fly with a time of 15:46. In the next fly, less #914, they won with 8:32. Bred and flown by Tim Kvidera, Anoka, MN.



This kit, FTA-78-815, 818 & 808, as young birds flew 14:48 to be disqualified in an overfly. The next year as a mixed kit (808 is a cock) they won the May 26, 27, 1979 FTA fly with a time of 11:09. Bred and flown by Tim Kvidera, Anoka, MN.



Lovatts Black cock, Yellow Hen. Arthur C. Steiber.

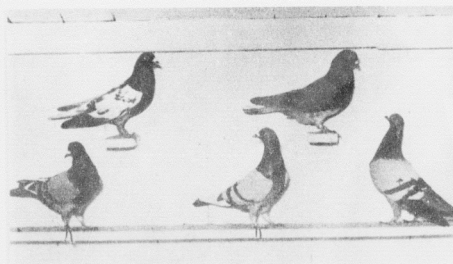
650



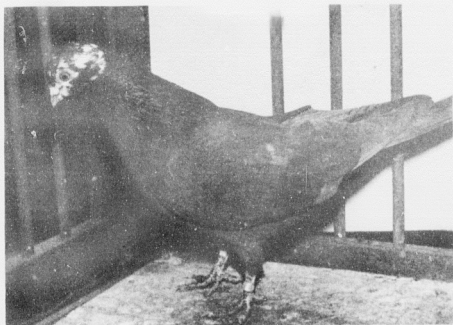
Tippler fanciers in attendance at the February, 1980 meeting of The American Tippler Union. Seated left to right Mickey Conticchio, Joe Suler, Clarence Williams, Bob Kennedy, Bob Lucas, Howard Carlson. Standing Ed Borchers, Tony Schepige, Don Zink, Ed Buraczewski, Stan Ogozalek, Jim Frey, "Murph" Randall and Ed Carlson. Photo by Tim Kvidera.



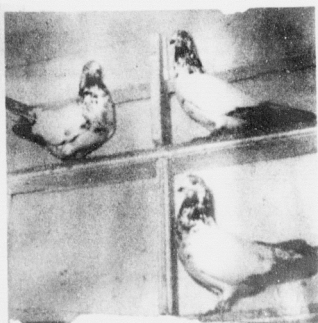
"Pure Hunt Strain"
These birds have many 15-16 hr. flying ancestors in bloodline.
Cock #2216 left, Hen #6618 right.



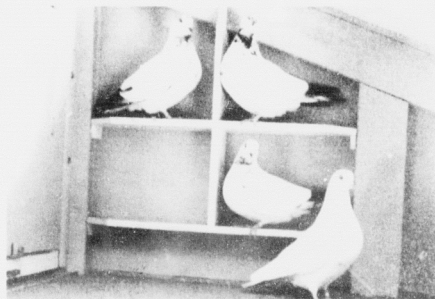
Kit of 5 cocks flown by G. Marlow, 19:45, Sheffield, England.



Pure Lovatt, "Foundation Cock", Red Spec. Cock #612.



Old Cock kit consisting of #'s 407, 582 and 707 flown by George Vertoli of Toronto, Canada for a time of 17 hours 29 minutes on June 19, 1966 to set a new North American Old Bird Record bettering Bill Adams' time of 17:25 flown on June 18, 1950.



Four Old Hen Tipplers in loft of George Cant, Papatoetoe, Auckland, New Zealand.

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ATU Members



ATU Show Winners

Left — R. Asencio, 3rd Place. Center — E. Burgzewski, 1st Place.
Right — R. Kennedy, 2nd Place.



FTA - 78 - 1428 #7 Cock bred by H. Hunt, owned by S. Ogozalek, N.J.



FTA - 79 - 575 Hen, Pure Hunt bred by H. Hunt, owned by S. Ogozalek.

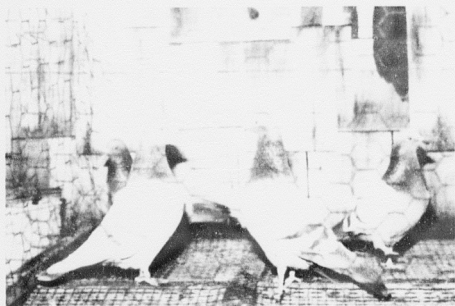


Hunt Strain Tippler. Owner S. Ogozalek.

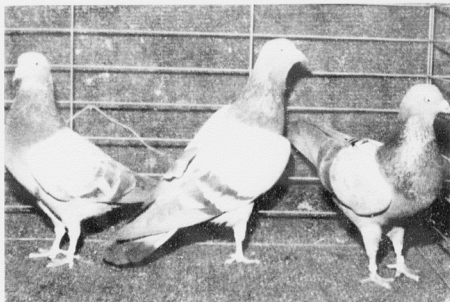


H. Hunt Strain of Flying Tippler Cock. Owner S. Ogozalek.

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Flying Tipplers of the G. Hughes Strain, belonging to D. Licursi.



E. Buraczewskis' Old Bird Kit, G. Hughes Strain.



Flying Tippler Loft on a house roof. Owner: Kaupschaler, Dorsten, W. Germany.

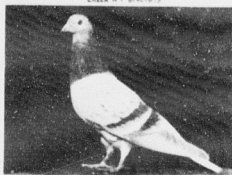
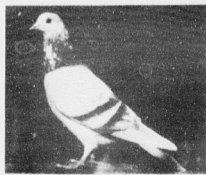
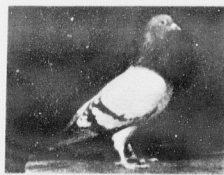


Self-Show Tipplers—
These Show Tipplers bred and owned by Clarence Williams, Deer Park, N.Y.



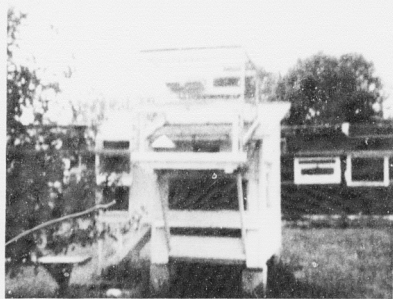
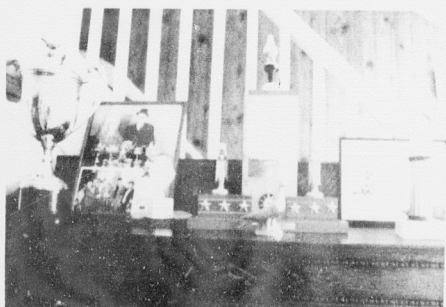
Harry
Hunts
Breeders

653



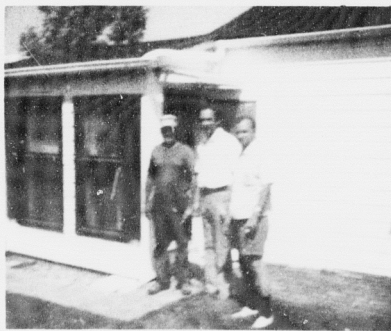
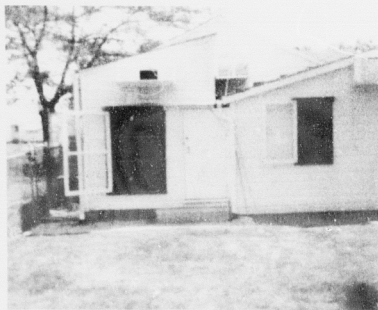
Jack Bodens' World Record Holders 1975. 20 hrs. 40 mins.

Jack Bodens World Record Holders 1974. 20 hrs. 20 mins.



Bodens Trophy's

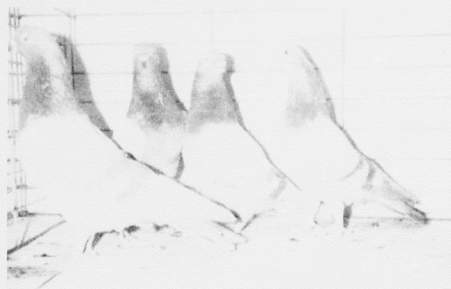
Pete Telvis, N.J. Flying Loft.



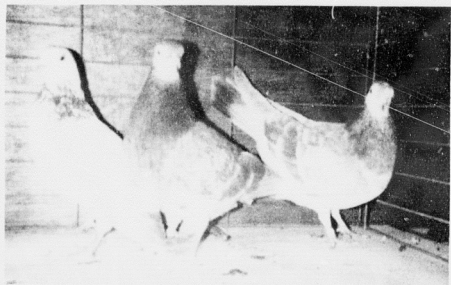
Louie Witttruch's Tippler Lofts.

Louie Witttruch, Stan Ogozaleh, George Malaczewski.

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Chocolate Bar Tipplers are a 3 way cross between chocolate, Lovatt & Macclesfield Tipplers. Owner C. Williams.



Prud 'Homme's Strain' of Tipplers. Bred by John Smith, PA, presently owned by Clarence Williams.



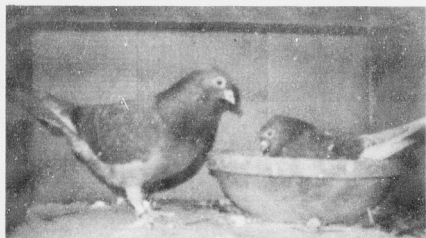
Macclesfield type Tipplers originated in and around the town of Macclesfield, England in the 1800's. Above bred & owned by Clarence Williams.



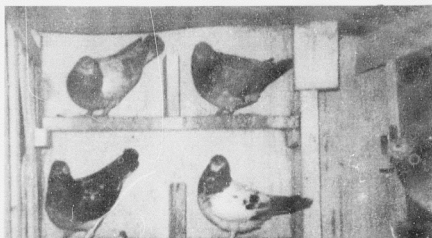
Gordon Hughes and his 6 young birds which flew 18 hrs. 7 min. on the 1st of July, 1973. World Record. Photo compliments of Henry Bampfield.



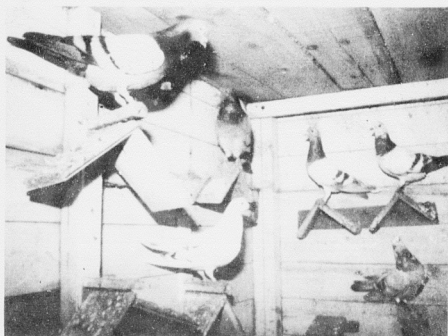
Bill Adams with birds that broke the record on June 18th, 1950, 17 hrs. & 25 mins.



Dun Cock and Hen Lovatts, A.C. Steiber.



Inside loft Macclesfield, 1980.



Jack Boden's two World Record Kits 20:20 & 20:40.



R. Seabridge, Lawrenceville, N.J., FTA 75-632. Mottle Hen — 4 x FTA Winner Official System —

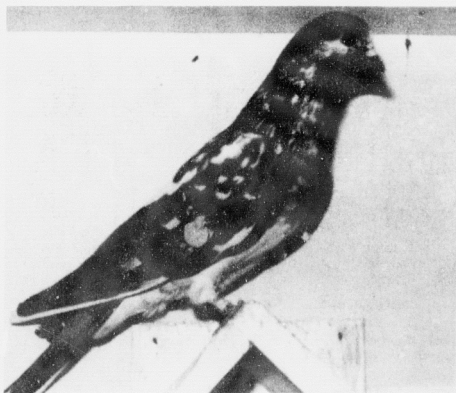
1st May 8, 1976, 14 hrs., 5 bird kit.
1st May 22, 1976, 13 hrs. 31 mins.
1st April 24, 1977, 10 hrs. 27 mins. (rain all day).
1st May 7, 1977, 14 hrs. 10 min. (dropped in dark).



Note the Nest Boxes, I use melon crates, cardboard box liner, and paper nest. To clean just pull out cardboard box, throw out box and nest, and put clean box & nest into crate.

INSIDE LOFT

Top: Dun Cock Lovatt
Middle: Yellow Hen Lovatt
Bottom: Light Print Hen, 'Mac'



FTA — 78-1428 #7 nest, Pure Hunt, W. Tomsic.

Tiplplers Popular in New York City Area

by Michael J. Conticchio

The flying Tiplplers for personal backyard pleasure or on an organized competitive level is nothing new to the American scene. Both have been available to the interested pigeon fancier for many years. What is surprising however, is the fact that the Tiplpler has never enjoyed nationwide popularity such as that experienced by the other Sporting breeds, namely the Roller and Racing Homer.

This has caused no little consternation to the devout Tiplpler enthusiast, who each day, weather permitting, views a performance indelible in effect. He can but wonder why can't everyone? He is unable to adequately describe the spectacle of a closely knit kit of Tiplplers rising to and raking across the clouds while remaining aloft for many hours. This sight is as indescribable as it is unforgettable and reserved for the eyes of Tiplpler men only. All he can do is to suggest that you pick up a few pairs and give them a try within the confines of your backyard. It's all in the seeing and all there for you to see.

The hottest bed of Tiplpler activity to be found anywhere in the United States today is in the New York Metropolitan area. Followers can be measured in the hundreds. Non-Tiplpler fanciers continue to turn their heads upwards (in utter disbelief? I might add) to watch real flyers in action. They then adopt the breed muttering incoherently, where have they been or where have I been all these years? Their next logical move is to join our Flying Club where their new found interests can be exploited still further through competitive channels and in congenial pigeon talk with others similarly infected with the High-flying fever. It is note worthy to add here that Tiplpler men possess strong neck muscles; a natural result of their preoccupation and that those of you with weak necks would do well to take up Tiplplers if for no other reason than to develop them.

What was that again?

It is thought that a good deal of the increased acceptance of the Tiplpler in the New area at the present time is a direct result of exposure. Without question the members of the old New York Flying Tiplpler Club were responsible for effecting that exposure? They did their work so well that in 1967 the swollen Membership Roster of the N.Y.F.T.C. chose to change its name to the American Tiplpler Union; a name more reflective of the area it served. While all members in the New York area, they are actually located in Three different States, New York, New Jersey and Connecticut.

ALMONDS IN THE FLYING TIPLPLERS

by Clarence Williams
Deer Park, N.Y.

I began with the Almond color in 1977. The Almond color possesses a yellowish ground which may be mottled with colors mixed of blues, black and brown. Cocks generally show more coloring than hens. As the birds get older, more coloration comes with each moulting season. Some young were almost a white color before their first moult.

I started with four almond color chicks which did not roll or tumble, but just sat on their tails. I liked the color so I decided to try crossing them into the flying Tiplplers. The almonds were created by crossing the cocks I had into the Maccliesfield type tiplplers and Lovatt type tiplplers. I used Silver checkered, dark checkers and red lovatt hens. The Maccliesfield type were light grizzle hens.

One of my first almonds was a hen which on the first day out flew for 3½ hours. In the last half hour she did a couple of rolls. That was the first and last time that she ever did that. The other almonds did not roll or tumble and I've gotten over four hours stock flying them.



"START YOUR MEMORY BOOK"

by Art Steiber

As we work around our loft fixing, painting, improving and doing whatever we can to make our loft more enjoyable for the birds, and eye pleasing for ourselves and our neighbors, we find it hard to imagine the day when we can't enjoy our hobby anymore, due to poor health, age, or some city ordinance.

My suggestion is to take your camera and go out to your loft and start your memory book. Take pictures of the outside of your loft, and also of the inside. Maybe also of the nesting arrangement, maybe some of that "pretty hen" that "bully cock" you really like, or your favorite pair. Also take a few shots of a youngster being fed, birds on the landing board, birds trapping, feeding, etc. The thought behind all of this is that when that day comes when you will have to give up your birds, for whatever reason, you will have a memory book worth more to you than you can ever imagine. So don't put it off, start your memory book this weekend.

The Flying Tiplpler Association During The '70's

by Tim Kvidera
Anoka, Minn.

Although I have had Tiplplers since 1959 my first encounter with the Flying Tiplpler Association of America was in 1970. I knew that they existed throughout that time but for various reasons I never took the time or made the effort to seriously look into the organization. But when the FTA had their meet in conjunction with the St. Paul NPA Grand National I met the then secretary/treasurer, Dave Jordan, and signed up. Well about the only thing I can think Dave for is introducing me to the FTA and convincing me to join up. A little more than a year later Dave disappeared along with all club records and assets. At that time we were in the midst of putting together the September, 1971 Tiplpler Special Issue of the *APJ* under the very capable hands of Nasser Shirakbari. As the issue was going to the presses, Nasser took over the vacant sec./treas. office and under his leadership the FTA became reborn.

Prior to the change of secretaries the FTA membership hovered around 70. After the Tiplpler Special came out the roster swelled momentarily to 93. A year later after the "one timers" dropped out we were down to 80 and started to grow at a more stable rate. When Nasser had to step down due to work and family commitments the club had 92 on the roster.

Since, May, 1975 when Tim Kvidera took over as secretary the FTA has continued to grow. A new look was added to the club bulletins with occasional photo page features. These photo pages have been made possible through the cooperation of the members who have submitted pictures of lofts and birds to be reproduced for the other club members to enjoy. The most consistent contributor to this feature has been Stanley Ogazalek, Sec./Treas. of the American Tiplpler Union. Stan has quite a library of photos that he has taken on his trip to England and many sorties to Canada. Dressing up the bulletins has done some in attracting new members but a lot must be said for the hard work done by some of the membership in bringing more into the fold.

On the Canadian front Harry Hunt, a long-time Tiplpler fancier, has had a strong hand in the resurgence of the Tiplpler flying sport in the Toronto area and has recommended the FTA to all who would listen. Wayne Tomscik has drummed up a lot of members from the long time flying Roller fanciers near him in Ohio. And a lot of credit must be given to the efforts put forth by the FTA Publicity Director, Jim Smith. He has succeeded in presenting our hobby to many through his interesting articles which have prompted a number of them to give our game of Tiplpler flying a try.

Through the work of many over the past decade the membership of the Flying Tiplpler Association has almost doubled. The roster at this writing, January 1980, is over 130. If you want to be part of this growth in a very challenging but enjoyable phase of the pigeon hobby contact a member of the FTA and give Tiplpler flying a go.

BREEDING

by Job Ofield

INTRODUCTION. The following is taken from the book "The Flying Tippler" written by Mr. Job Ofield in 1932. In the book, this portion is not placed under the heading "Breeding", rather it is the part dealing with breeding, care and handling of youngsters. The training shall be continued in future bulletins.

"Having now obtained three cocks and three hens, we have to mate them. In the ordinary way this is not a very difficult proposition. Place a cock in a wire cage, then place a hen in the next compartment. A two-compartment show pen is the best arrangement and is also useful later on for training birds for the show bench. The cock, on seeing the hen, will blow himself out and vigorously sweep round and round to her, cooing loudly. On the hen's part if she receives his advances she will sweep towards him with a gentle coo. Always remember that it is always the hen that does the selecting in the partnership. If she will have nothing to do with the male bird you can not force her, but will have to get another mate. Sometimes, if you place her in a box, right away from the noise of the other birds for three or four days, it will make her come to the mate of your choice—but I have known that to fail. I once had a good hen which I sadly wanted to mate to a special cock, but she would have nothing to do with him whatever. I tried all manner of means and devices, but to no avail. I left them in show pens next to each other for a week, but she only pecked at him whenever he approached her side of the pen. One day I had a cock bird come home from a show—a bird which she had never seen before in her life. I put him in the pen and took my previous choice out. The hen immediately swept towards the new cock, and in fewer minutes than I had been trying days, she was paired-up.

The food at this stage should consist of wheat 2 parts, maple peas 1 part kibbled maize 1/2 part, dani 1 part, lucas 1 part. This should be well mixed and given morning and evening. Do not leave food lying about on the floor of the loft, as this quickly becomes foul, and seriously affects the health of the stock.

Grit of the "Health" variety should be well supplied, and the water fountain all day long. Baths should be provided, and green food, such as lettuce and grass, is much appreciated.

Earthenware pans make the best nesting places. These should be half-filled with pine sawdust and some loose bits of straw scattered about the loft floor. The birds will then complete the making of their nests themselves. Some birds are idle and will not carry any straw to the pens. These should have some placed therein. Others get too industrious and will fill their pans to overflowing, with the possibility of the eggs or squabs rolling out. In this case, some of the material should be taken away. Use a little common sense and all will be well.

Birds should be paired-up about the second week in February (a little later more preferable than earlier). Also it is very important that each hen should lay its first egg on the same day, or as near to each other as possible. Thus, when the squabs are hatched out after seventeen days, they will all be of one age, and so can all be put on the wing together.

There is nothing more annoying to the flying man than to have old pairs of squeakers knocking about the loft. They are a nuisance to the old birds, if left with them, and if placed with young birds which are going out, they are a draw-back to these, as they want to sit on the loft top when other young Tipplers are on the wing.

When the old birds have been together about ten days, the hen will lay her first egg. An old fancier will know this event is about to happen, as her mate gives her no peace—following her wherever she goes, and giving her gentle pecks. This is what fanciers call "driving to nest". The first egg is generally laid about 4 p.m. Some fanciers remove this, replacing the same with a pot egg, until the second egg is laid, which is two days later. There is no need to remove the first egg, as the bird does not sit on it, but only stands over it until the next egg comes along.

The birds will sit for a period of seventeen days—the hen at night-time, and the cock relieving her at 10 a.m. until about 5 p.m. Give baths frequently to the birds while they are sitting, particularly the cock birds, and especially when the eggs are due to hatch out. If the cocks are given a bath before their turn comes to sit on the eggs, they will take over their duties with a wet plumage, which is ideal for incubation. Otherwise, if the birds have not had a bath, the nest becomes dry and parched, and you may have to moisten the eggs to help incubation.

Do not interfere with the eggs on perceiving them chipped—especially if you are inexperienced, for if you begin to chip the shell away and start a bleeding under the membrane, the chances are that you will lose the squab.

It has often been argued that one squab in a nest does so much better than two. This is a matter of opinion. One squab may mature quicker than the double, but eventually the doubles catch up to the singles, and in my opinion they are better birds because of their steady growth. I have heard it said that singles make larger birds, but I have failed to prove this. I have had single birds and have paired them to single birds. These I have let rear singles, but I have never bred anything

outstanding, just ordinary Tipplers.

Some of our best long-time fliers are decidedly on the small side. If size is to be aimed at, one must banish flying from one's object. Not that large birds will not fly, all Tipplers should do so, but if you have a bird with a large body, there must be a wing spread of equal proportions. This is often missing in larger birds, thus the flying properties are reduced. On the other hand, small birds can and do have over-sized wings. Thus the propelling agent is more than sufficient for their light bodies, and you develop the flier.

To produce large birds, try the following, and the results will surprise you.

If you have five pairs for breeding, and each with two squabs, take one out of each for flying purposes, and put the other five in a cote with only a wire run.

When the fliers have finished the squeaker period, you have to put them through vigorous training. By this method their growth is somewhat restricted, and while not being harmful, tends to develop the fatty parts into all muscle. The other five in close confinement, give them all the corn and water they can consume, two or three times a day. They will soon out-grow the fliers, and very quickly start to moult. If they are early bred, they will in all probability moult again before Christmas. This does not happen to those on the wing, as continual flying retards moulting. Now the next season, pair your non-fliers together, keep their young in close confinement, and you will have your birds big enough for any show judge.

Care must be taken that when putting young birds into training, their condition is not reduced too low, or the bird or birds will "go light". Too many birds put on starvation rations, have been hopelessly lost by this method.

Keep a chart similar to illustration for the registration of the youngsters. (See illustration). The above numbers are for the young, and can easily be arranged. Supposing as per diagram there are six pairs of breeding birds, and the fancier decides to take four youngsters from each, it would entail the purchasing of 24 rings. These could be allotted as per sketch—the first four to No. 1 pair, the second four to No. 2 pair, and so on. This chart could be made out on a piece of cardboard and hung in the loft, and be repeated each year, hence, if these cards are kept they can be referred to on any occasion. Should any die or be lost, they should be marked thus: "Died" written over 1601, or "Lost" over 1602, and should be sold, put a line through the number and enter in the space column "1603 to Smith".

BREEDING CHART - 1931

Cock	Ring No. Year	Hen	Ring No. Year	Youngsters Bred 1931			
L Print	1926	L Print	1927	1600	1601	1602	1603
Blue	1928	Silver	1929	1604	1605	1606	1607
etc.	445		51				
etc.							

Flying The English Tippler in Hungary

BY Varga Jozsef and Ted Korodi

To the old tippler hands, the ones that have bred the English Tippler for decades, this article may sound like a beginners column.

In our small country, the flying of the English Tippler is relatively new sport. It goes back about 5-6 years. This is a very short time to get acquainted with a new flying breed. Here in Hungary, we have a long tradition flying the Budapest Highfliers in large kits. This may account for the relatively late coming of the English Tippler into Hungary. In the neighboring countries, namely Czechoslovakia, Roumania, Yugoslavia etc. the Tippler is flown like in the western countries—flying small kits of 3-5 birds. Those fanciers that have tried to fly a few tipplers with their budapest highflier kits, come to the conclusion that the tippler pigeon was a solo flier. Of course the tippler having a slower wing action than the budapest highflier, would not stay with the large kit.

Approximately seven years ago, we received 10 English Tipplers from Mr. Dieter Arndt of West Germany. He is the german record holder — 17 hours, 46 min., with young birds. These tipplers were blues, blacks, silvers and a couple of grizzles. To give it a try, these birds were divided up between two fanciers, Mr. Banhegyi Janos and Mr. Mezei Sandor. Later on Mr. Varga Jozsef joined them. These people have had past experiences flying budapests and szegouiners. During national flying competitions and club races these people flew large kits of tipplers — 14-24 birds in a kit, reaching 10 hours and more with them. Using large kits,

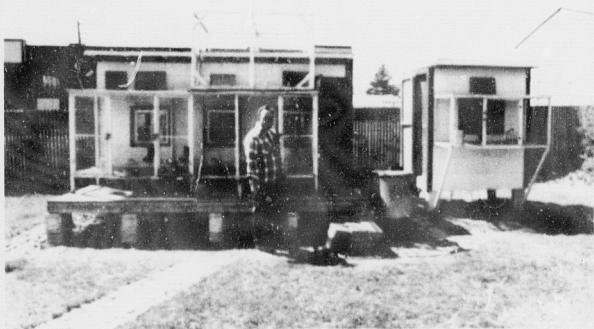
we consider this being a very good time. Unlike the budapest highflier, when flying them, sometimes whole kits are lost, with tipplers the losses amount to almost nothing. For example, a friend of mine who lives approx. 800 meters away, also flies English Tipplers. Flying them on the same day, our kits very seldom mix. If they do, they separate again after a short time. The young tipplers flown with budapest highfliers usually stay with the kit taking up the flying style of the budapests. This particular strain of tipplers are something like the Sheffield type and are not known for their high flying ability. In spite of this, under correct feeding, training and ideal climatic conditions, these tipplers fly very high. It is true that on very windy and rainy days, they usually fly at mid height and seem to be more cautious. To those who love to watch the birds fly, the English Tippler is the ideal pigeon. Here in Hungary, our small club is growing day by day and there are more and more fanciers join our ranks, proving the popularity of the English Tippler.

We do not intend to break any world records here. Under our geographical and climatic conditions, this would be impossible. We also recognize the fact that flying smaller kits would mean better results. Still, our traditions call for flying these large kits, for the time being anyway.

Perhaps in the near future, we might join our tippler friends and fly our little birds by their rules.

BREEDER

FLYER



B. Kennedy
20 Kossuth St.
Deer Park, L.I., N.Y. 11729

MY TRIP TO ENGLAND

by Stanley Ogozalek

Since I started with Flying Tipplers in 1970, I have always nurtured the dream of visiting the Tippler fanciers in England and Wales. This year I was able to do just that with the help of an English gentleman by the name of Jack Prescott of Sheffield, England. Jack and myself have been corresponding for better than a year and he was quite enthused about a possible visit to his country.

After arriving in England on July 2, 1977, I promptly rented an automobile and drove northward to Sheffield admiring the beautiful countryside along the way. Upon arriving in Sheffield I was greeted by Jack and his lovely wife Irene. We enjoyed a delicious supper and chatted for a while about the trip and the people and places we would visit in the next few days. After the meal Jack invited me to see his competition Rollers from the loft of Fred Scattergood. It was a new experience for me to see a kit of quality Rollers perform and this I enjoyed.

The following day we paid a visit to George Marlow, former world record holder with 19.45, and saw his kit in competition. Afterwards we did a little elbow bending at the local "pub" and related some of my experiences with Tipplers. Mr. Marlow invited Jack and myself to inspect his loft and although it is not large it has all the necessary sections, kit boxes, etc. That same day we called on Mr. Arthur Wright and saw his kit of Tipplers, some of which I was allowed to handle. He had flown the kit two weeks previous and they had turned in a respectable time of over 18 hours.



Loft of George Marlow, Sheffield, England.

On Monday afternoon we traveled to Derby to visit one of the most constant Tippler fliers in all of England — Gordon Hughes. It was a pleasure to meet him and after a meal at another "pub" we set out to see his loft and his long-flying Tipplers. Gordon was quite easy to talk to and he answered many of my questions about training and feeding of flying Tipplers. Upon entering his loft I noticed the many individual kit boxes with a flier in each. Gordon went on to explain each bird's past performances which left Jack and myself quite amazed! Some of the Tipplers that we were allowed to handle reminded Jack of the "Blues" that he flew some years ago. Jack did mention to me later that he would not mind owning just a few of those! After using two rolls of film on Gordon Hughes' loft and Tipplers he invited us inside for tea and to show us his records (flying and breeding) and his many trophies. It was truly a pleasure to meet Gordon Hughes and spend the afternoon just talking about Flying Tipplers.

We traveled to the old city of York on Tuesday and saw the many interesting sights. After a tremendous lunch we journeyed to the old town of Macclesfield and the area where the Flying Tippler originated. That area with the many hills and the uplifting wind is ideal for flying!

It was difficult saying good-bye to Irene and Jack on Wednesday morning. How does one say thank you for the kindness and the hospitality that these two people have shown me? So, after a firm handshake I said so long to these two friends.

It was a warm, sunny morning when I rang the doorbell and Jack Boden welcomed me into his house. After a cup of tea and seeing his trophy case that was quite full we went into the garden to see his loft and his World Champions (20 hours and 40 minutes). Upon entering one section of the loft I again saw the



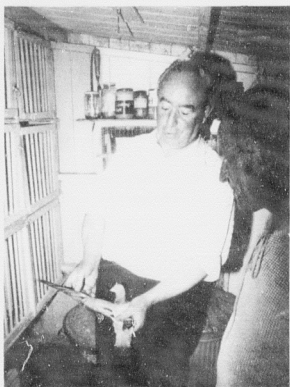
S. Ogozalek atop hill overlooking the Macclesfield area.

individual kit boxes that the English fanciers insist are a necessity for long time flying. In a lower compartment of the loft Jack Boden kept the record holding Tipplers. They all looked quite fit and as though they were ready to break their own record! He had released a kit of eight youngsters early that morning and so I had the pleasure of watching them fly and later I handled some of these youngsters. All of these youngsters were kept in the separate kit boxes, of which there were many. The aviary covers the entire loft and is about eight feet high and with good visibility for the youngsters. After seeing the loft and the famous Boden Tipplers, Jack invited me to have lunch which turned out to be a delicious rabbit stew! We talked for a while after the meal and then he gave me the address of another fancier, Mick Camplin, who flies the Boden strain and is the Public Relations Officer for the NTU, National Tippler Union of England. I then thanked Jack Boden and his wife for sharing their time and for being most kind.



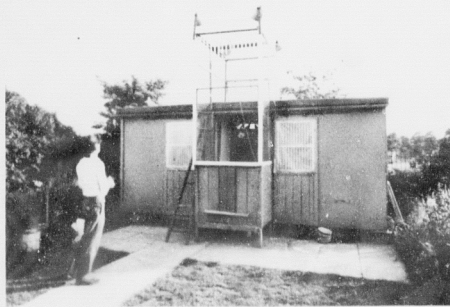
Jack Boden

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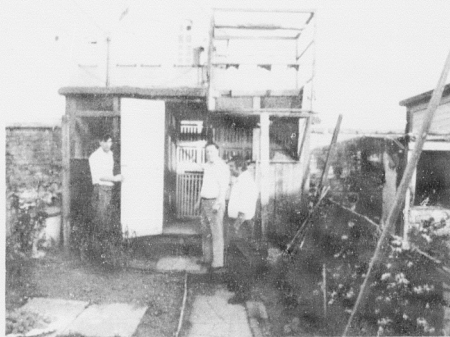
Gordon Hughes commenting on feather quality to Jack Prescott.

Arriving at Mick Camplin's house, he greeted me and invited me in for some tea. We talked for a short while about the fanciers there and the training methods used. Mick stressed the very important factor of having the kit fly to the dark, youngsters and old birds. Mick's loft was about fifteen feet in length by eight feet wide with three sections, one for the kit birds and their individual boxes, the other two for the youngsters and the breeders. While at Mick's home a friend paid a visit, another fancier who flew a kit for eighteen hours plus while still a novice! The three of us got into his car and off we were to visit other fanciers and the local Workingmen's Club where the Springfield Tippler Club holds its meetings. What a day it had been! Meeting the World Champion — Jack Boden — and then these very enthusiastic Tippler fanciers that treated me like a long lost friend.



Mike Camplin & Loft.

As it was going to be a long drive to Swansea, Wales I decided to get an early start that morning. It was a nice drive to Swansea and once there a stranger assisted me with the necessary directions. I located Syd Passmore's house and was met by Syd's brother, Phil, who informed me that he would soon return for lunch. When Syd arrived I introduced myself as a friend of Robert Prisco of Moorestown, New Jersey who had imported a few pairs of Syd's Tipplers a few years ago. We then walked to his loft and saw his Tipplers and talked briefly as he had to return to his job. Later I met Tom Sheppard and John Lewis both of them were glad to meet me as they had also remembered Robert Prisco. Tom Sheppard had to dispose of his Tipplers due to an illness but still encourages anyone interested in Flying Tipplers. Both of us went to visit Jos Davies and Arthur Davies



Loft of T. Morris (England).

and for the better part of the day I listened to many interesting ideas and methods about the flying of Tipplers. Jos Davies is an older gentleman and has flown Tipplers for many years and with success as his trophy case attests to that! He is close to eighty years old now and still competes in the NTU. Tom Sheppard and I then went to his house where he gave me a hand carved miniature Captain's chair and after thanking him for his assistance, I said farewell.

The return trip to London was passed easily by recalling the events of the past few days. I had taken many photographs during my stay and with them I am able to relate the many events to the members of the American Tippler Union.

In closing, I would like to say thank you to all that made my trip one to remember!



Jos Davies — Tom Sheppard, outside of Jos Davies Loft.

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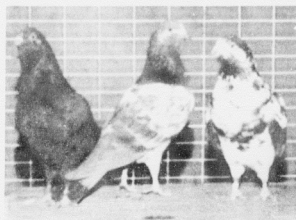
Loft of Jack Boden, England.



Jack Boden is looking at one of his tipplers. Individual Kit Boxes in background.



A pair of Tipplers, Syd Passmore Strain, Swansea/Wales.



Sheffield Tipplers



John Lewis Tipplers.



Syd Passmore Strain Tipplers.



G. Hughes' Old Tipplers (Breeders).



Gordon Hughes Young Tipplers.



Gordon Hughes Strain of Tipplers.

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FLYING TIPPLER NOTES

by W. Lovatt

This is just a hint to the new beginner not to think that one particular color is better than another. I and other Fanciers have flown big times with every color. Again, what is more interesting to see different colors, in ones left to expect a red off reds, and get say a Black, a Blue or even a Print and Silver in one nest. In 99 cases out of a 100, in breeding flyers, we get the unexpected, which makes our hobby one of the most fascinating of them all. In concluding these few lines on our Sheffield Visit, let me say how much we all appreciated the kindness and hospitality shown to us by Mrs. Martin. In that old Yorkshire way it was just as Tippler Fanciers like it.

Since my last notes, and the publication of the three feeds, I have been asked "Do I keep my birds confined to the loft", or in other words, do I let them out to fly after starting to feed them on the feeds as published? Most certainly, yes. I would turn my kit out to fly on the Tuesday and again on the Thursday or say Wednesday and again Friday prior to Monday fly day. To the Novice for whom I am trying to help, Friday, is preferable as the last time out before fly day, there being less likelihood of the birds being over fed and refusing to eat on Sunday and fly morning. As I and others have pointed out it is common sense. Another bit of advice to the Novice is start off with Cocks, they are less likely to let you down a day or so before Competition day than Hens which are likely to lay. To prevent this happening, if you must fly Hens, feed less sparingly, through training period. Give 1/2 bread crumbs, 1/2 barley and a little less time to fly and keep them in separate boxes. My boxes are 1 foot 9 inches by 1 foot high; and make sure the Hens cannot see each other through cracks, etc., otherwise they will pair up, and not settle in boxes. Another hint to the Novice. If you notice your youngsters cannot take to the barley diet alone, add 1/4 wheat or give a little bread crumbs an hour before putting them out to fly. This will give them energy and will not put on added flesh which is not wanted through the training period. This little added bread crumbs given before putting out to fly, is a big help to old birds too if flying from a bad position and don't forget to give a drink too. The bread crumbs must be dried in the oven, and crushed up, a spoonful of each is sufficient. These few hints are intended for the flying man, and as we shall be in the midst of many agricultural shows from now on through the Summer, what about a few hints on the feeding and preparation for these shows from some of the cracks. Remember there are two different sides to the Tippler fancy, the Showers and the Flyers. The Editor is good enough to publish all articles, so it's up to all to help him, thus helping ourselves. In conclusion, here's wishing every Flyer better weather for Whit Fly, and the Show Man all the best at the Show.

FLYING TIPPLER TOPICS

by Gordon Hughes

By now I trust, everyone has his birds happily paired, and those with flying birds should now have them in training. I do not believe in releasing my birds too early before the first competition. I think six weeks is ample for birds which have been subjected to a stiff training during the preceding year.

Many of us make the mistake, year by year, of being over anxious, and of not being patient enough, when deciding many factors regarding the welfare of our birds. My case against flying birds for too long a period before the day of the first competition, is that you may need the same birds for three competitions. This will increase their total number of hours flown the season. The longer their flying season the sooner they will tend to go "stale".

This year I decided to experiment upon what would happen if I endeavoured to train three cocks, which were born in May, 1966, and which had been kept inside the loft all the winter, and never released as youngsters.

I first fed the birds sparingly and so made them hungry, but at the same time kept them fit. On the fifth of February I turned them out of the loft, one at a time, at one hour intervals, also liberating my droppers at the same time. After a few seconds of freedom each bird struck up into the sky. One arrived back two hours after liberation, one returned on the sixth of February, and one on the seventh of February. On the eighth of February I turned the three birds out together, and obviously in this short space of time, they had become fully used to their surroundings, and did not intend to stray away again. This proved that the birds were far easier to break, and much sensible, at this age, then they would have

been at the age of two months. I then found out that the three birds would not fly "as a kit", but seem to detest one another, and if two birds strayed close together in the sky, they would then to "hell for leather" in the opposite directions, as if some unseen force was propelling them apart. I was not dismayed, but continued to liberate them each afternoon for an hour or so. They continued to fly in this disgusting way for almost two weeks. However, eventually my patients was rewarded and after a week, two birds decided to fly a little closer together, and today (at the same time of writing), the three birds are now flying close together in a kit of three and "ranking" well. I am quite pleased and satisfied that this can be done, and I shall have no compunction whatsoever in the future in holding birds in from babies, and starting them off the following year. I am positive that this kit will now perform equally as well as a kit which has had a thorough training as youngsters. I have heard of fanciers both locally and from different parts of the country who have been unsuccessful at this sort of thing, but I can assure you that these birds kit well, and they are the only ones I have tried with.

I would say that this could possibly be done more easily with hens, as cocks seem to be much more obstinate at times.

I would also think that if three birds of different strains were used it would make the job harder than if three closely related birds were used.

This system of commencing the birds' training in it's year after that of it's birth, has many advantages. Mainly that they have more sense, and that they have had the advantage of an uninterrupted moult, which they would not get if liberated when a few months old, and subsequently a rigorous training on mainly carbohydrates. It still remains to be seen whether these birds will fly long times, as their sisters and brothers have done, but in view of the facts I have mentioned, at the moment I can see no reason why they should not be as good, if not better.

Since writing my last notes, I have had a considerable amount of bad luck. In my last notes I mentioned that I had not seen any mice in my loft for a considerable amount of time. However, this statement proved to be "Famous Last Words", as at Christmas I did not get mice, but I did get a rat, who made himself at home in a compartment containing six hens. I had poison down, well out of their reach, but somehow, although I am most careful, the six hens became ill, and got into such a state that I had to dispose of them. I contacted two veterinary surgeons and they were of the opinion that the birds had become ill due to poison. The only conclusion that I could come to, was that the young who cleans my loft out each week had inadvertently collected the poison on the same dustpan that he used for putting down new sand onto the loft floor. However, I have still eight breeding hens left, and have them now happily paired up. The rat is dead, and all possible gaps where any future entry may be attempted, have been cemented up. I now keep the poison permanently on a tray, outside, and underneath the loft, where no birds or humans can reach it.

SOME TIPPLER TIPS

by A. Davies
1928

Important items to remember are:

Birds intended for flying must not be fed more than once a day.
Never leave grain lying about your coop floor.
Keep your water fountain clean inside as well as out.
Never over-feed your flying birds at any time.
Never deprive your flying birds of fresh air, never mind the last two days of darkness, give fresh air instead.
Feed your birds early the day before a summer fly and shut them up on account of their having to go out early the following morning.
Do not give too much to eat on a fly morning.
Should you at any time find your birds with grain in them on the fly morning, give nothing but water to drink, then you will be successful. If you feed them they will probably stop them flying.
Should your birds have an easy day, wind in their favor, give more to eat than if the wind should be against them, they have assistance while digesting.
Feed very light on a bad morning.
Feed light after a long fly, and give aired water to drink.
Always give two hours rest after their feed on a fly morning.
All feed ingredients for Flying Tipplers must be well seasoned and dry.
Never fly your birds a trial nearer a club fly than one month.
When your birds are in a good flying order on barley, a handful of Indian corn thrown into them about an hour before you turn them out will improve them hours.
Bear in mind it is continual practice that creates endurance. Always try to have your birds in their best trim on a fly morning, not the day before nor a day after.
Clean your flying loft out every day.
Store as much barley in winter as will last your flying birds all summer.
Should you use Paradise seed at any time, feed your birds on nothing but raw bread, with Epsom salts to drink after their fly.

The Hunt Strain of Flying Tipplers

by Wayne Tomsic

Mr. Harry Hunt has been keeping and flying Tipplers that I know of since 1953. He has timed birds as a boy for some of the great Tipplermen in Toronto such as Lou Thomas, Tony Cocomile, Al Pollard and of course the man where most of his stock to date originated from, Sam Lauria. As a young man Mr. Hunt used to take care of Sam Lauria's birds and learned from the great master how to handle, feed and train Tipplers for long time flying. As for the strain, imported back then, about the 1920's, they were Pee-wee Pas, Waterfall, Niggerhead and some Halls. Sam Lauria bred and flew those birds for many years, and as Mr. Hunt was learning, he obtained most of his stock from Sam. Harry has a complete loft register going back to 1953, when he first got into the birds, to the present date. As Mr. Hunt said to me many times, we have had good Flying Tipplers on the North American Continent since 1920 and we import birds from England and pay the high cost of importation.

The Lauria birds run through most of the lofts in Toronto. Here are just a few races and times flown back then from birds of the Sam Lauria Strain.

April 17, 1955	Old Birds	Lou Thomas Tony Cocomile Harry Hunt	13 Hours 27 Minutes 13 Hours 26 Minutes 13 Hours 23 Minutes
May 1, 1955	Old Birds	Will LeClare Walt Darmagage Lou Thomas Tony Cocomile Sam Lauria Pat Valentine	14 Hours 50 Minutes 14 Hours 49 Minutes 14 Hours 48 Minutes 14 Hours 41 Minutes 14 Hours 24 Minutes 14 Hours 15 Minutes
July 24, 1955		Harry Hunt Steve Ryonbel Lou Thomas	14 Hours 36 Minutes 14 Hours 28 Minutes 14 Hours 11 Minutes
June 5, 1966	Old Birds	G. Vertolli D. Wilson G. Ambrose	16 Hours 13 Minutes 16 Hours 9 Minutes 14 Hours 32 Minutes
June 29, 1969		Lino Satoria Harry Adams G. Ambrose	16 Hours 15 Minutes 15 Hours 40 Minutes 15 Hours 37 Minutes
June 26, 1955	Young Birds	Bill Richardson Harry Hunt Tony Cocomile	15 Hours 3 Minutes (5 birds) 14 Hours 57 Minutes (11 birds) 11 Hours 40 Minutes (4 birds)

All the races were flown under the rules of the C.N.T.A. which were a lot stiffer then than ours are now. The slightest mistake and you were out no matter what.

As I chatted with Mr. Hunt on my last visit he talked on and on about the training being the most important aspect. He settles his birds as we do on rough barley, then once they are staying he switches to goose wheat and a little popping corn. He gives his birds a 3 to 6 hour workout on the above mixture twice a week. He likes his birds to ramble (rake). He always tries to keep complete control of his birds. He trains to a dropper and says when in training even the best kit of birds have to be bagged (flagged off) during training. He believes in keeping control of the kit and when the time is right give the birds a try out on a feed-up. Which brings us to things like salting the birds every ten days, phosphorine which Mr. Hunt really believes in. It is an iron tonic obtained in England. Also the old Holland feed-up and the use of Isinglass which was used, and is still used, for many, many years.

Well, I hope that I have helped to enlighten some fanciers on yet another old and proven strain of Tipplers.

Montgomery County All Breed Pigeon Club

by Juanita Cours,
Secretary

Letter:

We are proud to announce the formation of a new club the "Montgomery County All Breed Pigeon Club".

Our initial meeting was held with nine members (on February 3, 1980) in attendance. The second meeting we also had nine members in attendance. The following officers were elected in the April meeting:

President — Tom Larkin
V-President — C.W. Strickland
Secretary — Juanita Cours
Treasurer — Rodney Powell
Board of Directors — Hank Blasieic, Russell Cours, & Kathleen Jones.

Our 1st project was a pigeon display at the Montgomery County Fair on March 15-22, the first time for pigeons to be allowed in the Fair.

The programs at the monthly meeting consist of mini-shows and special speakers designed to interest all members, Juniors and Seniors.

Voting rights and dues are equal for all members.

Future projects include fall and spring shows in our area.

All interested person (all ages) are invited to attend our meetings held the first Sunday of each month at 2 p.m. at Larkin Sign Company, 1301 E. Davis, Conroe. For further information contact: Mr. Tom Larkin, 1301 E. Davis, Conroe - 539-1520 or Mrs. Juanita Cours, Rt. 5, Box 566, Conroe - 588-2319.

HEALTH GRIT— Buy It Or Mix It

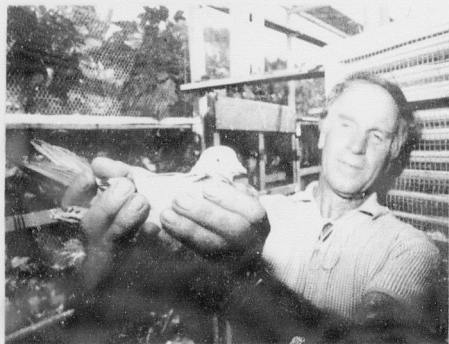
by Frank Krumwiede
Berryville, Arkansas

If you live off the beaten path like I do where pigeon breeders are few and far between, you will have to mix your own grit or travel a long way to buy it. I've had real good results mixing my own. When I was a boy with my first pigeons, I knew very little about the mineral needs of pigeons. A shovel of coarse sand, a few handfuls of oyster shells and a salt herring nailed up for the birds to pick at was it, and they made out fair. Herring in those days was real cheap, about \$1.00 a keg. You old timers know what I mean.

I now mix my own and it's perhaps cheaper and maybe better. In most feed mills and stores they sell granite grit in three sizes, small, medium, and coarse. Also they sell oyster shell in three sizes. I buy the small and medium size. Mix the small with the medium - both oyster shell and grit. The feed stores also sell mineralized salt in 50 lb. bags which will last for years. It contains from 6 to 8 minerals used for cattle and poultry. Charcoal is also a good digestive ingredient. I also use a couple of teaspoonfuls of sulphur. Levi says it keeps pox down.

Formula: 50% shells
40% grit
3 lbs. mineral salt
7% charcoal - pea size

If you burn hard wood you can screen out some from the ashes or buy the kind used in burners - not the bricketts - but the stick kind. Break it up with a hammer and screen it till it is in pea size. The powder can be used also. Mix well all the above and dampen slightly. A teaspoon of tame iodine in the water is helpful.



Jack Prescott of Sheffield admiring one of the famous Blue Tipplers of Gordon Hughes.

HINTS and OBSERVATIONS for TIPPLER FANCIERS

by Jack Prescott

There are no "cull-free" strains and never will be. A strain, never remains constant but will deteriorate or improve, depending on the ideas and requirements of whoever is cultivating it.

I saw some Tipplers that were of the Sam Billingham strain — but Sam would have been very annoyed with them, because they were in no way like the birds that Sam kept. I knew Sam very well — that is why I know. The strain had been allowed to deteriorate and Sam would never have done this. He was ruthless in his selection and wasted not time on inferior specimens.

Furthermore — even a strain that is not too good will definitely improve when in capable hands — willing to dislocate the necks of all but the best. The trouble is that having spent a lot of money on stock birds — it is hard for most people to dislocate the necks of 75% of their progeny—which of course, may be absolutely necessary in order to make genetical headway. The only way to maintain a strain is by hand and often ruthless selection. Once you start hanging on to every bloody thing that hatches, then it is a "short walk to s...t creek", as we say!

You can't "feed" muscle on to Tipplers. You must exercise, train and feed upon a body that has been trimmed originally of anything like surplus weight. The pigeons that will not at least make some kind of brave effort in a lean condition — will do little better when fattened by lack of exercise and/or extra food. Much effort has to come from within the birds. There is no way to feed inferior, spindly or nervously unsuited pigeons to become very much better. It is obviously far better — if they have the guts and are communicative.

Watch out for birds that do a good deal of clapping and gliding. The Flying Tippler should fly effortlessly and without undue displays. Tail-spreading is a fault in Tipplers and is a sign of weakness if it prevails in normal weather and accompanied time is short. Some thermals produce tail spreading, riding styles of flight often involving extreme heights/times and obviously, atmospheric influences do cause a variety of flying styles. However, the persistent tailspreaders that appear to be hanging on — obviously weaker than local conspecifics that are doing far better — must be regarded as degenerates.

When a change of diet is given, droppings are apt to become loose for up to four weeks and the water intake may be up to 50% extra. Changes of diet seem to be conducive to an increase of flying. However, be aware of the problem — some seeds or anti-biotically treated pellets do cause excess thirst. You have to study the effect of small seeds when they reach the glandular stomach. They often cause acid reaction resulting in excess thirst. Just a little bit of seed may create an "inner-glow" — which may cause excitement and high-flying. Give them too much and anything may happen.

I've witnessed, in Sheffield on contest day, one top tippler fancier disqualified — his birds behaving terribly, two were lost out of the three. Another fancier, his kit giving a terrible display — such as you'd expect from a novice. Examples of two men with loads of experience and successes — going absolutely off! Both men were trying hard — they had the knowledge and the birds, but for some reason on that day, they "gooled"! Why? Because no one is the complete master. There are too many things involved that can influence a bird or birds on any day, atmosphere, glandular stomach reaction, dehydration and God only knows what else!

Condition . . . I do not believe that two fanciers have the same idea. There is not a lot of difference in conditioning any sort of athletes no matter whether they be human or not.

The principle, of course, is that they must have just sufficient training — so that they know where they live and do not easily get lost. Then, they must be sound in wind and muscle and this means a fitness program . . . to get all the fat off them. They must be taught to fly when not feeling really fit and strong for a period. Then, of course — building up with an improved diet for a fixed short period. If you "keep them up" on a good diet for a long period — the edge will go from them and they will become oversexed and/or develop a style of flying that is not conducive to putting in a marathon time. You can guarantee that if they are trained and are proved to be able to accept a poor diet — they will be in peak form during the first few days of being fed adequately. Now — the mistake that many people make — is to suddenly give them a lot of rich seeds, etc. This hardly ever works. A better idea is to give them something that they can digest. Take another look at the Gordon Hughes system — nothing fancy there — but you can see how it improves the input to get an output.

BY Jack Prescott
Sheffield/England

—FLYING TIPPLER SPORT—

Ideal for the Big City Pigeon Fancier

by A. Schepige
Bloomfield, N.J.

Space . . . Very little space or equipment is necessary for competition flying. I personally knew of a case where the flyer trained his birds to a converted dresser. Another who flew from a small box fastened to his fire escape and of a prominent salesman that kept two kit boxes on the luxurious rear sun deck of his home. No special clocks, traps or shipping baskets are needed.

Quantity . . . Only three to seven birds are permitted in official contests thus eliminating the need for a large flock. Losses are held at a minimum because of their high-flying capabilities and extremely keen sight. Although, they lack a true homing instinct, they are by no means dumb.

Economical . . . Tipplers thrive very well on the lesser expensive grains and being rather small, consume very little. Good quality birds are usually available from local club members at five to ten dollars, each with seamless bands and you're apt to have an opportunity to see them fly before you buy from a reputable breeder.

Ordinances (Neighbors) . . . Should be of no problem as Tipplers are a small, quiet, clean, high flying breed. They have desirable habits bred into them such as doing all their exercise at once (flying every third or fourth day is sufficient). When out flying, people don't even seem to notice them. They have a unique way of landing together in vertical "corkscrew" fashion directly on their coop and going inside immediately. They have no desire to loiter on roof tops, trees or even the ground, so there are no reasons for valid complaints.

Showing . . . Flying Tipplers may be shown as well as flown. Though never bred for this purpose, there usually is ample representation of the species at most all-breed pigeon shows and special shows for the promotion of the breed for the pigeoneer that so desires this phase of the sport.

Conclusion . . . If you've got the yearn to fly pigeons and your space and means are very limited then contact the flying tippler organization of your choice and get all the details.

MACCLESFIELD TYPE TIPPLERS

by Tom Lewis

First of all, I must say that when we are talking about Macclesfield Tipplers we are really referring to the first known tippler and not speaking about a pigeon that may or may not be in Macclesfield today.

As a small boy of 8 or 9 years old, if anybody asked me what was the difference between a tippler and a tumbler I would have replied, "Tipplers are small birds like tumblers except that they come in colors such as prints and mottles both intense and dilute and nearly all had bronze tinting on the feathers. There were also some blues and silvers. They all had small round heads with pearly eyes. Tumblers were all sorts of colours from reds, blacks, blues, almonds and duns in various patterns ranging from self to those that had all white or mixed colored feathers called badges, beards, baldheads, oddsides, saddies, grizzles etc. There are also some grizzle or grey tipplers. Tumblers eyes were varied colors from pearl, orange and buff. Tipplers could fly very high for long periods, much longer than the tumblers." One day I voiced the latter bit of juvenile wisdom to an old tumbler man who then had racers. He told me, "You ought to go to Swansea to see the Tumblers flying there." After all these years I can now appreciate what he meant. You see, here in Wales it is only Prints and Mottles that are called tipplers. Other tumbler like pigeons not printed or mottled are called tumblers. All pigeons of the tumbler type that have small round heads with short or medium beaks are said to be tippler looking regardless of colour. Those that have long spindly beaks are said to be tumbler and also tippler like tumblers. You will see all the types of tipplers at Swansea. The old tumbler fancier in Merthyr was referring to the badges, baldheads, oddsides and saddies etc., now and then flown as competition tipplers, as being tumblers. As the original tipplers were crossed into the non tumbling long time flying tumblers, so we get these variations.

The original tippler originated in and around the town of Macclesfield from which it spread around the whole of the Pottery Districts of England. These pigeons were, on the whole, smallish according to present day terminology and featured not too long or short beaks, not too full foreheads though head was rather round; they had pearly eyes, good shoulders, short shallow keels, well set bodies tapering down to the tail. They also had clear, short strong legs and small feet. Flights were broad, coverts well up, with flights extending towards about half inch from the end of the tail. The colours were mottles, dark and light, prints, chucks, greys, bronzes, nearly all having some bronzing showing in the colors. Naturally one must expect that there was some variation in type but the Pottery fanciers practiced a great deal of inbreeding and therefore it is in order for us to assume that eventually they varied according to the likes and dislikes of the fancier breeding them. At this stage I must say that at the time of publication of Hepworth's book, fanciers had not started mixing breeds to obtain the present day Exhibition Tippler though the Show Tippler was being bred.

There are fanciers who go around and claim that such and such a pigeon is a pure Macclesfield or pure Lincoln Crazy. In my view there are now no longer any pure Macclesfield and certainly not Lincoln Crazy pigeons about. We also get fanciers claiming they have pure so and so's pigeons. Since in many cases the fanciers mentioned are deceased, and even if not, as the birds are not being bred to that fancier's ideals, I say it is a mistake to claim that one's pigeons are pure Lovatts or pure Joe Hall's etc. Since they are being bred to the present owner's ideals, then they must be considered his pigeons.

Although the origin of the original tippler (the Macc. type) have not really been set down fully, I personally believe that this type of tippler could have only originated from a cross of the true almond (not dilute reds) with the mottles. The Cumulet may have been used in some non tumbling tumblers but in my opinion it could not have been used in the original tippler (the Maccs). It does not have the right snape or size. When you see a little Macc. type tippler and then look at, say, a short faced almond tumbler, you can see a resemblance. Both are smallish birds with broad breasts and short legs with small feet.

One question will always be asked about the Macclesfield Tippler and that question is "How are there few, if any, Macclesfield Tipplers about today?" The truth is that the pure Macclesfield Tippler did not meet the requirements of the modern competition tippler. The non tumbling tumblers of Leicester and Nottingham could fly longer than them in all weathers on the day nominated for the fly. As a rule the pure Macclesfield tipplers were only flown on good flying days. Also they were not as robust as the non tumbling tumbler. However, tippler fanciers liked the style and look of the Macc. They crossed them into the non tumbling tumbler in order to have the tumbler's strength but retain the style of the tippler. From these no doubt came the big strong Leicester prints. We can also read of the Maccs having been taken to Sheffield where they were crossed into the Sheffield birds. The great Sam Billingham is said to have had these Maccs. Also the late Jack Whitley, Joe Hall of Stockport is also another well known old tippler flier that in fact flew the Maccs. in competition. His best fly with young birds was to win

the A.C. Cup outright. While the Macc. type Tippler was flown in competition, it was some time before they could beat the tumbler's time. However, I expect there are few, if any, people who have pure Macs. today. My own Macc. type tipplers are from two locations. I had some from Mr. Lee of Sheffield (he had them from Mr. L. Guise of London some 40 years ago) and the others from Mr. Travis of Preston (he had them from Mr. Guise of London about ten years ago). Mr. Guise's birds were in fact a blend of Joe Hall's Maccs., Bracegirdles (Macc. type), and Lincoln Crazies. Tom Beechior of Merthyr, who was a friend of Mr. Guise, recalls that he saw badge tipplers though he also had a lot of bronzes. Incidentally, Mr. Guise is said to have liked dark grey mottles the best.

People well may ask, why keep the Macc. type tippler? The answer to this is quite simple. There is no other pigeon that can fly so high with such a great style over a long period of time. There are few, if any other, flying breed that is so small. Neat and graceful and pretty. They are so pretty and nice that some old fanciers used to think so highly of them that they'd not put them in the pigeon shed, but would keep them in a box of honour in their front passage. For someone that wants a time flying pigeon that flies with a beautiful wing action and whose sole ambition is stylish flying of periods up to and over 15 hours but not the tremendously long times in all weather and conditions as required of the competition bird, then the Macc. type is his pigeon. If his pigeons do not fly as high as he would like, then a cross to the Macc. type hen should produce youngsters that will fly high and with style of the Macc. There is not a better sight than a kit of Macc. type tipplers flying high in the sky on a day with high cloud and moderate breezes. There are competition tipplers that fly high over long periods. However, in my mind, such tipplers owe their high flying capabilities to the original Tippler. "The Macclesfield Tippler."

TRIBUTE TO BOB KENNEDY

by James F. Smith
Norwich, Conn.

I believe that an article of this nature is long overdue and, hopefully, this effort will serve, what I feel to be, a long standing obligation.

Robert C. Kennedy, of Deer Park, New York, is, without question, the pillar of the Tippler fancy in the United States today. The fact that he has been dormant in the hobby for a couple of years does not alter the fact that his influence, generosity, knowledge, and fierce competitive spirit have left a lasting impression on the hobby as well as the lives of the people who are lucky enough to have made his acquaintance.

Bob started to fly Tipplers in 1959 with birds of the old Ed Baumgartner strain and, in turn, joined the New York Tippler Club in 1964. In 1968 the American Tippler Union received their own bands and was recognized as a force in the Tippler sport. Bob was, and still is, very instrumental in the affairs of that club.

1968 also signaled the start of another movement in New York Tippler circles. The Lovatt movement. Bob purchased some Lovatt Tipplers which were bred down from the imports of Mr. Perc Hagan and so began what can only be described as the Lovatt phenomenon, which would not have taken place without Bob's kindness and generosity.

It took time to get the hang of it, but 1971 saw the Kennedy Lovatts hit 11 hrs. 10 mins. June 1972, saw the Erbach Cup go to Bob for flying a young kit 12 hrs. 11 mins., which was the only time a young bird kit won the coveted cup. May 13, 1973, 13 hrs. 14 mins., won April '74, 13 hrs. 06 mins., May '74, 12 hrs. 31 mins., September 30, 1974 11 hrs. 38 mins. 1976 Bob flew a kit (3 old cocks) 14 hrs. 35 mins. to win the Erbach Cup two years in a row.

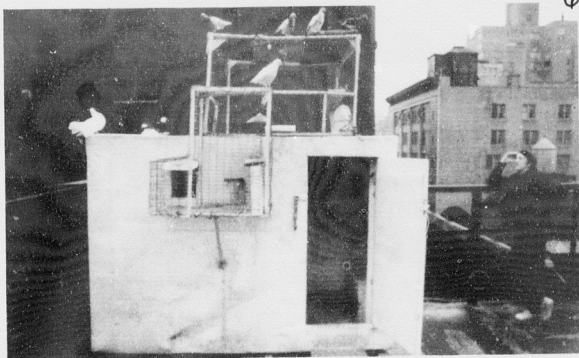
On October 13, 1973 the Kennedy birds set a new ATU gang fly record at 11 hrs. 01 mins. which still stands. June 22, 1975 had 3 old cocks set an ATU record of 15 hrs. 04 mins. There are many, many other times running into 1977. I have just tried to highlight some of them.

Now if you think these times constitute a champion performance you would be right, but that is just one side of Bob Kennedy. Ask around the tri-state area. Inquire about the barley connection and you will hear how Bob is at least partly responsible for us getting it. How many of us owe Bob for more than just Tipplers? If the truth were known Bob has given away as many birds as he has sold! You talk of making a meaningful contribution? Bob Kennedy has started 102 individuals in this marvelous hobby, sending pigeons all over the U.S., including Hawaii. In memory serve I believe some Kennedy Lovatts were also donated to Cornell University for their pigeon studies program.

Well, Bob old friend, looking over this one would have to say it is quite a legacy and, happily, it's far from over. Many happy returns Bob, and Thanks. Thanks for everything.

A TIME FOR TIPPLERS

BY S. Ogozalek



It began one evening at Bill's Pigeon Exchange in Hoboken, N.J. a few years ago. While shooting the "breeze" with some of the local pigeon men, I took notice of this stranger that walked in and began to scrutinize the pigeons that filled the cages. Not being content with what he saw, he then turned to Bill and asked about Flying Tipplers, with emphasis on the Flying. Bill knew that I was into the Flying Tippler Sport and so he pointed this stranger in my direction. We introduced ourselves and were soon very deep into the discussion of quality Flying Tipplers, the different strains and their performance (hours flown in Official ATU contests). I informed him of our local club, the American Tippler Union, and its' monthly meetings usually held at the home of Lou Wolfe of Merrick, Long Island, N.Y. I insisted that he attend one, as my guest, and assured him that he would meet some of our members that flew recently imported English Flying Tipplers. He seemed fascinated by the Lovatt strain and before the night ended, he had the name and address of the man responsible for importing them into the USA, Perc Hagan of South Carolina.

Bob and his wife, Nancy, lived in a small hotel in Manhattan and somehow he managed to convince the owner/manager to allow him to build a loft on the roof of the hotel. Bob wasted no time after getting the approval, his loft was soon completed, the order was sent for three pairs of "Lovatts".

Now, Bob built his loft 8 ft. long by 6 ft. high by 4 ft. wide and utilized almost every inch of space inside it! On the inside left wall, he had a small kit box that held four tipplers and had its' own exit to the aviary on the rooftop. Below the kit box was his storage compartment where he kept malted barley, hard red wheat, grain mixtures and some various seeds. The next section, the middle, was for breeding and although the double nest boxes were small, the birds never complained and I know that he bred many a tippler with no trouble. The third section was for young tipplers, just being settled and not in serious training yet, and for his droppers, it had the box-type perches attached to the walls.

Manhattan has some tall buildings and Bob's loft was surrounded by some of them. You might say that his loft was in a kind of a "hole", not exactly an ideal flying spot. Yet, he managed to settle young tipplers there with the help of his four white droppers (two Fantails and two Self Tumblers). He tried very hard that first season with the tipplers but didn't accrue any time in competition, but did manage to put together a kit of hens that showed some promise in their training sessions. Holding them in during the Fall and Winter, he began their training as old birds in mid-March. He must have spent a good amount of time watching this kit in training and began to realize that this kit had possibilities. Enroute to the ATU meetings, he would tell me of the kits' training progress (their flying style, the height at which they flew and the hours). He and I referred each others kits on contest week-ends with Bob selecting Sunday as his day. That first fly or contest, his kit turned in some 9 hours plus. I know that he expected more but the day just wasn't right. So he continued with their training, not flying them quite as long and allowing them more rest in between training releases. He recorded everything in the training book that he kept, their release time and dropping time, the amount and type of feed they were given, etc. I believe that he was disqualified in the second old bird contest but the third was getting close and shortly before, he told me that he thought his kit of hens were as ready as they ever would be and he was willing to bet that this time they would "do something".

On the morning of that contest day in May 1975, I arrived about four minutes early and knocked on Bob's door. Together, we went to the elevator and ascended to another floor and walked to a doorway that led to a lower section of the roof. We began climbing the vertical 30 foot ladder to another roof level and then up a smaller ladder to his loft. Once he had the loft opened, he checked on the kit of four hens, turned to me and asked me what I thought of each. It wasn't difficult to notice that one of them didn't look up to par. I cautioned him as to entering it and

upon further examination, he decided not to include it in the flying kit. We then entered the numbers of the remaining three on the timer's report sheet and at 5:18 a.m., they were released. We then went down to the next roof level to enjoy our coffee and english muffins. This would be our observation post for the day and there we sat and talked about tipplers. What else? Occasionally, we would see the kit pass over at what I considered to be a very good flying height and soon the kit began to rake, flying mostly to the north of our location. Lunch time came and passed and the kit continued in grand style. I must say. At about 6 p.m., I suggested that Bob should telephone the ATU president and inform him that the kit had completed their thirteenth hour and it seemed that they would possibly better the club's old bird record that day. The 14th hour began and I was on the edge of my seat, wondering if they would go on and they did with the both of us watching closely now as the darkness was closing in. The kit began looking to the loft and so with the club record almost under his belt, Bob released his droppers and two of the hens were down within a few minutes. The third was stubborn and she took some coaxing with the droppers and during the time I hoped that Bob would get her down and be able to trap the entire kit or else suffer disqualification. But, Bob's luck was with him and he dropped and trapped the entire kit within the hour. We then rechecked the band numbers and completed the timer's report sheet according to the ATU flying rules. I then congratulated him on his kit's fine performance of 14 hours and 43 minutes (5:18 a.m. - 8:01 p.m.). The ATU Old Bird Record was now his! What a day it had been for the both of us! Long, yes it had been, but it was worth the effort as the kit was a pleasure to referee. They flew well! I was happy for Bob.

Unfortunately, records are made to be broken and Bob's record was short-lived. Bob Kennedy, of Deer Park, Long Island, flew a kit of "Lovatts" for 15:04 just a few weeks after Bob made his mark. I knew how Bob felt when he learned of the Kennedy fly and I felt much the same but that is one of the breaks in this Flying Tippler game of ours.

Bob continued to enter contests but was disqualified many times after his kit dropped out of bounds, usually on one of the surrounding sky-scrappers and after flying a reasonable time. Nevertheless, he continued and enjoyed his tipplers just the same.

He relocated to a new living address the following year and also found a new flying location for his tipplers, this time he was to have a "partner". This partner wasn't as enthused about flying the tipplers in Flying Contests as Bob was, he was more of a "stock flyer". Bob attempted to settle some young tipplers there, but it was all to no use. His new location was surrounded by young pigeon enthusiasts that played the game of "Catch-Keep". They had large flocks, at least 50 and more, of domestic flights and would release them whenever they saw what appeared to be a "stray", which was usually one of Bob's young tipplers flying about on his very first release. I know that Bob really gave it his best show, but he was just shoveling against the tide at that location.

His enthusiasm soon waned and his health began failing and it wasn't long before he dropped out of the club. With his condition becoming worse, he gave all his Lovatts to his partner and within about a year's time, he passed on. All of the ATU members that knew him, liked him and I don't think that he made any enemies. With the many "break-ins" of lofts in that new location, I'm almost certain that Bob's "Lovatts" are now in the hands of some young thieves that don't and probably won't ever appreciate high quality Flying Tipplers.

There isn't much more to say, except that, we all miss him.

The Third Old Bird Contest of the American Tippler Union is now referred to as the "Bob Lewin Memorial Fly".

THE MAKING OF A YOUNG BIRD KIT

by Tim Kvidera
Anoka, Minn.

The first thing that one needs to produce a quality kit of young Tippers is a quality breeding team. Since competition flying kits are usually small, three to seven birds, there is no need for a large number of breeding pairs. The important thing is that these breeders be of quality stock and be in good health. It is preferable that they be of the same family or strain so that the offspring are as similar in style, etc. as possible. By style I am in no way meaning that they all have to be the same color and the like, but rather that the birds have the same temperament, desire and way of flying. If a kit does not have these the birds will be working against themselves at the cost of time when the goal is the longest endurance performance.

Now that you have your breeders it is time to start making that kit. Put the pairs together at the same time so that they will all lay and start earning their keep at the same time, at least within a couple days of each other that is. This is accomplished if the breeders are separated by sex prior to the beginning of the breeding season.

After the youngsters are about four weeks old start putting them out on the loft roof so that they can get accustomed to the surrounding and learn how to trap. Watch these squeakers while they are out on the roof. Look for the ones that are the most active and alert. Look for that intangible thing called expression. Quite often you can pick out the best kit of the bunch before they even take to wing.

Do not startle the youngsters while they are out. Even at this age they often are capable of flying off but not smart enough to find their way back. Usually sometime between five and six weeks of age a few birds will start to take a few brief swings around the loft. Still do not spook them because to do so will have them flying uncontrollably resulting in a high loss percentage. By this time the birds should be fully weaned and in the young bird section where you can regulate their diet, keep them hungry but not starved. You want them to react correctly to the call to trap, whistle, droppers and the like, but not undernourished to the point where they will not develop properly.


Once the kit has all taken a few of these brief sorties and returned you will notice more of them doing it together and some staying up more than a couple minutes. It is now time to start them out as a kit. Chase them all up together but do not be too disappointed when you see at least half as many kits as you have birds up. It could be worse. They all could be flying singly. Whenever they want to come down let them. Show the dropper, whistle and let them know that they are welcome at home. Toss a little grain on the roof and call them in. Keep track of which birds are the most reluctant to stop flying. After a few times out the birds should be kitting pretty well and flying a little longer, be sure that there is enough daylight ahead of them because they are capable of flying a lot more than you may think. It is up to you to minimize the overfly through judicious feeding and a watchful eye on the weather.


With the kit stock flying in decent style it is now time to make the decision as to which birds are best suited to create your competition kit. If you started with an inbred strain of birds the wing action of the youngsters all ought to be similar but make sure that all the candidates are the same. Pay attention to depth and frequency of stroke. Pick birds that always kit properly, you cannot afford to have one split on fly day. Hopefully you have a half dozen or so that have passed this preliminary cut. These birds should now be flown together separately from the remainder of the young birds. It is a good idea to keep flying the balance of the youngsters as there is a possibility that now that you have removed some "compatible" birds the less dominant remaining birds will be able to show their stuff and produce another good kit with a slightly different style. In the game of Tippler flying it is always a good idea to have an insurance kit if possible. Even if you cannot find that insurance kit, the working with six or so youngsters is some insurance itself.

Now that the potential kit is down to more workable numbers it is time to consider using kit boxes so that strict control of diet and exercise can be achieved. If the youngsters are still very young often it is a good idea to use a community kit box instead of the individual boxes, especially if fly day is close at hand. As if it is you cannot afford to have the birds down a couple days learning how to adjust to a life of solitude. They will eat better at that age with company. The traditional diet at this stage is wheat and barley with a few peas.

Fly the kit every other or every third day always with a watchful eye to be certain that each bird belongs up there. If any one tends to split pull it out. Watch to see which birds tire first. You may have to adjust that birds diet or it may not have just what it takes to make it with that kit. The birds should be doing four to six hours by now and responding properly to the droppers at dusk. Do not let the birds come down without being invited. If they look to want down early spook them up,

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Flying Loft

Rene Asencio
La Grangeville, N.Y.

ATU
member
FTA

let them know that they are to fly until you want them to come down. But do not chase them more than twice on the same fly or they are liable to hit out elsewhere, especially if they are tired. If they are tired call them down, do not give them the chance to develop bad habits. With the early tired weeded out you are probably down to four or five birds and it is now time to see how they will react to stress. Put them out early and see just how long they will go. Each bird has a different threshold, what you are after is those that have the best endurance. Watch to see which bird is turning the kit, stopping it from raking off as far as it did early on. Which bird starts to look at the loft first waiting for you to show the droppers? How long into the fly before this behavior is exhibited? If towards the end you may want to keep the bird in the kit to help guard against an overfly when they are fed up, but if it is long before the rest of the kit tires that bird is best dropped from the kit.

Hopefully you now have at least three capable flying young birds from which your kit is molded. It is best to have four if possible so that a spare is available should the need arise. You know from the above that these birds are compatible and have comparable capabilities. All that remains is to get them to peak on the fly date. This is done by way of what is called the "feed-up". The kit has been trained and conditioned on a "low" feed and now they have to be given a full tank to get the most out of them.

Tippler feed-ups are as variable as the fanciers who use them, with many being extremely intricately involved. An awful lot of the old feed-ups were more for keeping the fanciers happy that they were doing something special than they were nutritionally beneficial to the birds. But when one looks at the trends of these variable feed-ups they basically involve taking a kit that has been conditioned on a "low" feed such as wheat and barley and for a week or so before the fly date building this diet up with high fat content seeds along with a decent dose of protein. The amounts vary depending on the strain of birds and the conditions under which they must perform.

There is no sure fire "secret" formula that when used in a feed-up will produce consistent winning performance times although some will say this or that is great and sure to bring you success in the air. The path to success is no secret - it involves flying properly trained and conditioned birds with an endurance flying attitude. And stress the latter of these as a bird with the proper endurance flying attitude can more than make up for a variety of physical shortcomings that it may have.

LET'S RECAPITULATE

by Frank F. Hagedorn

"Tipplers—To Fly Them is to Love Them"

by Art Steiber

How true. I have raised show or fancy pigeons for about 15 years. I really enjoyed them, but it seemed that quite often during the show season, which is usually in the fall and winter, the driving conditions would sometimes be so bad that you would be driving to or from the show in snow or ice and that would take a lot of the fun out of the show.

About six years ago I decided to go into the sport of Racing Pigeons. I have always wanted to get into the flying breeds. My neighbors never complained, in fact they would feed and water them if I ever had to be away from home for awhile, that's one reason why I had put off getting into flying.

I really enjoyed racing pigeons, but I didn't realize that during racing season you had to spend just about every weekend home in the backyard, waiting for that "winner" to come home. About three years ago I started looking for a breed that would fly longer, stay pretty much in view, and still have the nice look of a show bird if I ever wanted to show them.

Well, I settled on the Flying Tippler. The first time I put up a kit, (I started with Macclesfield, and this past November I added two pair of Lovatts from Wayne Tomsc of Ohio). I could not believe my eyes. They flew so high, sometimes actually out of sight. I knew that I had finally found the breed of pigeon I was looking for. They have done very well in the show room too.

So in closing, let me just say that if you want a nice clean-cut looking bird that is a real pleasure to watch in the loft, and a joy to watch flying, then get yourself a few pair of Flying Tipplers.

Another season has ended, and it's time to take stock. How successful have we been? Have we attained as much as we had hoped? If not, why not?

WHEN WAS THE LAST TIME we used Piperazine to worm our birds, or Enneptin as a canker preventive?

WHEN WAS THE LAST TIME we fed a vitamin supplement, or made a feed germination test?

WHEN WAS THE LAST TIME we calculated the percentage of protein, fat, carbohydrate and fiber of our feed?

WHEN WAS THE LAST TIME we disinfected the loft, deloused the birds, or applied a mosquito control?

Management of our loft is a 365 day a year necessity, bringing out the best in our birds is strictly up to us.

HAVE WE established a rigid cleaning schedule, or a routine feeding time, along with clean water and plenty of baths?

HAVE WE compiled accurate records and maintained a pedigree file?

HAVE WE strived to increase our knowledge by purchasing the latest pigeon publications, a good book on genetics, and renewing our *Pigen Review* subscription?

HAVE WE joined a local and a national Tippler organization?

Since we have chosen Tipplers as our hobby, and seek to obtain the maximum knowledge and enjoyment from the sport.

WHY NOT attend and support the local and national Tippler shows?

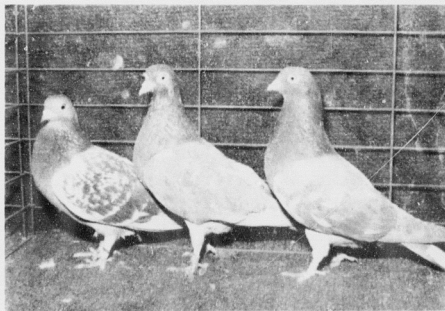
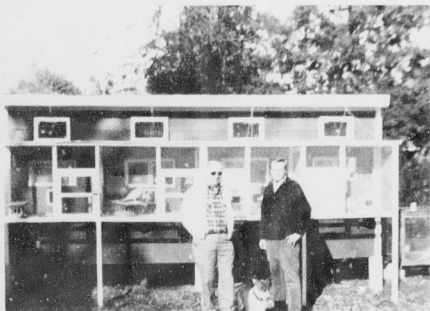
WHY NOT volunteer to steward, and work along with the judges, taking advantage of the opportunity to handle first class birds?

WHY NOT accept appointments to committees and nominations to offices, to strengthen the organizations?

WHY NOT share your knowledge, by writing your experiences for the club bulletins?

Let us recapitulate!!! Let us examine our conscience!!!

DID OUR BIRDS FAIL US, OR DID WE FAIL OUR BIRDS???



Flying Tipplers

Compliments of
Howard and Ed Carlson

My Happiest Moments of Flying Tipplers

by Harry Hunt

Preparation of your kits, both young and old for another season starts April 12th thru to September 25. There was about fourteen races in all for old birds, plus young birds and a stock race. A good trainer always had a back up kit for emergencies. We had a very busy schedule but we enjoyed the sport of competition that Tipplers created.

The day of the competition commenced with the alarm going off at 4:00 a.m. sneaking out of bed with caution, out to the coop to feed the kit, and readying them for liberation at daybreak. All the races started at daybreak.

Regardless of the weather the race went on. You took your chances, as you had your choice to let out or not. Old birds were freed at in the dark at about 4:15 a.m. These birds were tossed up in the dark and by daybreak many times the flyer was finished as the birds had landed or were lost. This is one of the pit falls of record flying.

All participants must let out at the same time and we had one hour curfew to deliver our times to other competitors. I might mention all competitors lived in the area of Toronto, and suburbs.

An average race consisted of eight or ten more flyers. WE had a check in time between 12:00 a.m. and 1:00 p.m. and all watches were set to official timer and at the same time you got the results of the race.

Check in time again was between 5:00 p.m. and 6:00 p.m. and you were once again brought up to date and watches were checked.

We are now into the evening with a possible 4 and 5 competitors still in, we are notified as each one is out and by dusk it can be very exciting. This is when the best trained kit shows up waiting for droppers to be released, plus having been trained to darkness.

I can remember many races being separated by minutes after a long day on the wing. On closing I must say they are my fondest memories of flying Tipplers and I am happy to have been a part of that era.



My latest edition to my Loft.

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CANADIAN NATIONAL TIPLER ASSOCIATION

TIMER'S REPORT

Flyer: *H. HUNT*
 Timer: *G. Ambrose*
 Flyer's Address: *53 Gistown Rd.*
 Date: *June 25/67* Weather: *Good*
 No. of Birds: *three*
 Old Birds Fly: _____ Young Birds Fly: _____
 Start: *5:20 AM* Finish: *8:40 pm*
 Band Nos. *6024, 611, 6005.*

Time Flown: *15 hrs. 10 min.*

REMARKS:
Birds flew well

The above being correct in every detail.
 Signed: *Aggie D. Benz*

An old Timer report from the C.N.T.A.



3 Tippler Fanciers
 Zink, N.Y. - Kennedy, N.Y. - Tomsic, OH.

SOUND ADVICE FOR TRAINING

by Richard Lewis
England — 1955

To be successful one has to commence from the inside of the lofts. If one is fortunate to possess stock birds that have flown good times, they would be wise to select and mate the birds that have the following qualities: Good carriage, bright eyes, strong flights with plenty of webbing, which when opened will spring back like elastic, prominent shoulder butts, and good depth of keel. Birds with the above qualities that have proved themselves fliers should produce the best youngsters.

When the youngsters are old enough to be taken from their parents they should be carefully examined, and any of them that do not appear to be strong and healthy should be discarded. Keep the best only and then you will be on the right track. Now, out of those left, select seven of the best and get them settled. I find the best way to settle youngsters is to keep them in the flight for a week and then reduce their food, which is barley, until they are fairly hungry and pleased to see you approach them. Then open the door of your cage and coax them on the loft. Let them run about for a while, then get them back into the cage again by throwing a few grains of barley inside. Repeat this as often as you can until they are well used to the cage, let them out, and, with a long, thin cane, induce them to fly on to the top of the cage and down on to the loft. After that you can commence flying them by giving them a touch with the cane and making them fly around.

Be sure to have two or three birds in the cage to act as droppers. If the birds attempt to go too far, work the droppers and get them back to the cage. I find the more this is repeated the quicker will they fit together. Once they have got the idea of kitting and flying together the worst part is over. The birds should now be flown every other evening. Start by giving them about thirty minutes, then drop them. The next time out increase their time, and do on until you have got them doing three hours. If the birds are all going well keep them together until a fortnight before the fly, then drop the two weakest. Now your kit is reduced to five birds, which will be easier to manage. Keep these five birds going and watch them closely to see if they are working well. The last week before the flight they should be especially watched as that will be the time to make your final selection. With the change of food the birds should be given longer times to fly and that will be the time to pick

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out the three birds you intend to fly by dropping the two that do not seem so willing. Take one out on the Wednesday and the other on the Friday before the fly. By doing this the birds do not miss them so much as if both were taken away the same time. I make barley their staple food throughout their training up to the last week before the fly with linseed three times a week given on the nights after they have had their fly. I feed one egg cupful of linseed between the seven birds three nights a week. Put the fountain in every morning and give them another drink.

The water in the morning helps to pass the food and ensures them going out empty for their fly. I believe in flying birds empty as they seem to fly better and are easier to drop. If you find the birds go back in condition increase the barley, if too forward, then you must reduce the quantity. When I take the birds off the barley I do it gradually then the change doesn't affect them so much. I give rue tea and epsom salts to clear them out before I start them on their last week's feed. I get six sprays of fresh rue, boil for twenty minutes in one pint of water. Then add one teaspoonful of epsom salts. Give it to the birds when quite cold. This drink I give on the Sunday and Monday week before the fly.

Below I am giving you the feed that I gave when my birds flew 16 hrs. 50 mins. in 1953.

First Night

One teaspoonful of groats for each bird, finish off with maple peas to three-quarters of a crop. Clean water to drink.

Second Night

One teaspoonful of wheat for each bird, finish off with tares to three-quarters of a crop. Clean water to drink.

Third Morning

When the birds are empty give them about a quarter of a crop of plain canary seed, and fly them for about 4 hours.

Third Night

Feed them about an hour after coming in on a little linseed and maple peas, giving them a full crop. Clean water to drink (and don't forget a drink for them the first thing next morning).

Fourth Night

Now remember you are feeding for a trial only. Feel to see if they are empty, if so, feed half a crop in equal parts, tares, dani and groats (as you will be leaving them out at dinner time next day). Clean water to drink.

Fifth Day

Give the birds half a crop of plain canary seed and fly them for 6-7 hours, and give them a little driving before putting the droppers out.

Fifth Night

When they come in feed them with a little linseed and a little wheat and finish off with maple peas to full crop. Tonic to drink.

Sixth Night

Equal parts of millet, dani, tares and groats, three-quarters to a crop. Tonic to drink.

Seventh Day

Feed about midday on mixed bird seed, plain canary seed and about six corns for each bird to about three-quarters of a crop. Tonic to drink. Try and estimate how much the birds will digest until the time of feeding on fly morning, so that they will eat before going out.

Day of Fly

Plain canary seed, millet, rice and a little wheat, about half a crop, or a little over, and clean water to drink. Tonic is made up as follows: 20 grams of quinine or sulphur, 1 oz. of Ferry syrup phosphate. Put one teaspoonful of tonic to a small jar of water the night after the trial fly, and keep filling the jar up until the day of the fly.

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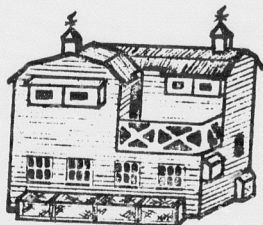
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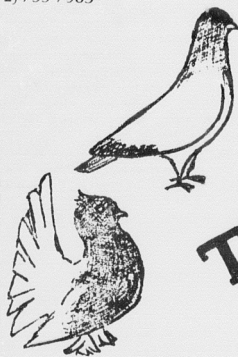
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Flying Tippler Tips From England

by E. Loach
Sec. National Tippler
Union of Great Britain

I have been asked to give the fanciers in our grand hobby the Flying Tippler a few tips and to answer your questions from America. I have been in the Fancy since 1925. I was then 24 years and quite a few years have now rolled by. I started off by buying a pair of prints from J. W. Whitely of Sheffield. He was a grand pigeon man and very good friend. He and his wife have passed without one word from anyone to his friends in the Fancy. We found out far too late to do anything to show our respect for him. I believe he has two sons in America so I am hoping these few lines may come to their notice and they will drop me a line.

You will see the list of our Eastern Fly winners, some of them had a very good day, out of 127 entries, 20 were disqualified after flying 16 hrs. and over for failing to drop one or more birds in the one hour allowed after dark. We in Derby, my home town, could not see a bird in the sky after 9:30 p.m.; we have to see our birds at least once every hour. In Wales they have more light after dark in the West, so they could leave their birds flying until 10-10:45 p.m. When it becomes too dark for the referee to see the birds he takes the time and then one hour is allowed to drop the kit. I am hoping that our times in the Easter Fly will give you chaps the incentive to try harder to do the right things at the right time then you will do better times.

We never fly our birds after September and start training in March as, of course sometimes happens, we have to wait longer if we have a late snow, and if it does snow when your birds are out, bang goes your kit and it is not always easy to find another good kit. When you start your kit in training after the winter in the loft, one must be very careful. They will be fat and stiff and unable to control the wing action to drop when you want them on the loft top. So you will get them ready by under feeding them for at least one week. Feed on barley only; after a week when you throw a little barley down they all rush to pick it up. To do this properly keep the birds in separate flying boxes. Use an egg cup and find out how much one will

eat, then give them half for one week. Have your dropping birds hungry on the loft top and turn your kit out one at a time. If it goes up, work your droppers and get it down, do this with all the kit until they are all safe on the top. The next day let the kit all out together with the droppers hungry. If you get them down safe you can then start training. Always feed at night, each bird one-half cup of barley, a pinch of linseed (flax), next night $\frac{3}{4}$ cup of barley and always clean water to drink. The next day fly your birds, they may fly one hour. Always try to fly them towards the right time (Dark). When they come in, give the same feed for the next two nights and then fly again. In other words you fly them every third day. Keep this up for two weeks and they should be flying three hours.

The next time you drop them give one-half egg cup of barley and a pinch of linseed (flax) with a pinch of Epsom Salt in the water to drink, clean water in the morning before you go to work. Next night give $\frac{3}{4}$ cup barley and $\frac{1}{4}$ cup of wheat. By this time they should be flying three hours. Please note, never let them come down without you showing them the droppers. Any bird that insists on dropping on the house other than the loft, kill it. We are of course still flying every third day, now give a pinch of grit every day.

Now chaps, you know how to start your birds off, do not worry if they do not fly the times I say. Stick at them, hold the droppers back, make them go longer that way and do not kid yourself to give them some good corn, peas, tares or seeds and hope they will fly 10 or 12 hours without a very good training because they just will not do it. You must push them gently in the way you want them to go. It is so easy to make them pets. If you do they will be the master. Every time they see you near the loft they will come down, they can be very friendly. Always make sure the crop is empty before you send them out for a fly. If it is not, keep them in as everything is not right.

LOVATT TIPPLERS IN America

by Tim Kvidera
Anoka, Minn.

If any of you had to sit down and come up with an answer to the question "What is the most important thing that has happened to the American Tippler sport in the past 15 or 20 years"? I do not think that it would take much thought to come up with importation of top quality flying birds from England as the majority opinion. This is not to say that we did not already have capable flying pigeons on this continent. The times that Hunt, et al have flown in the past prove that we did, but in recent times we have not been able to consistently get diploma and double digit flies until these recent imports had made the rounds to many of the lofts of serious Tipplermen. After a number of fanciers started to raise these imports and passer through the learning period discovering how to best handle them many commendable flying times were achieved.

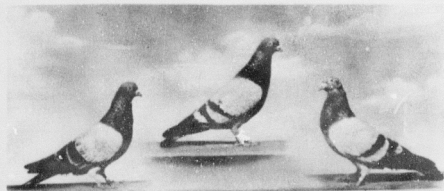
Of those birds that have been imported during this time span undoubtedly the most widespread and accepted are those that Perc Hagan brought over from the loft of Will Lovatt. Mr. Lovatt was the first to break the 20 hour barrier with a kit of Tipplers. Lovatt held the World Record for Old Birds on two occasions. On June 10, 1957 he flew a kit consisting of two grizzles and a blue bar, band numbers 209, 1006 and 706, for a time of nineteen hours and forty two minutes (19:42). Then on June 22, 1963 he again set the record with an even twenty hours (20:00) flown by three blue bars, 3156, 3022 and 3033. As you know this record has since been broken a number of times with the current mark being the 20:40 flown by Boden. Not long after Mr. Lovatt's record performance, Perc Hagan arranged to import three pair of Lovatts birds. It is from these six pigeons that all our Lovatts Stateside originated. I had hoped to be able to carry with this article photos of these original Lovatt imports but unfortunately such do not exist. Perc did have and was kind enough to forward photos of Lovatt's two record kits. These I have reproduced and will accompany this article. Even though we do not have photos of the imports we do have descriptions. The following are composites of information included on pedigrees provided with Hagan bred Lovatts and descriptions of the birds as Dick Seabridge saw them on his various trips down to Perc Hagan's.

The six imports that Perc Hagan received from Will Lovatt included:

- NTU—61—3159 A yellow hen with white feathers in her tail. She had flown over ten hours for Mr. Lovatt.
- NTU—60—3380 A bronze tic hen. She had some white feathering around her head. She was flown 18 hours 57 minutes in the long day fly of 1961.
- NTU—61—3164 A silver dun cock that had flown over 17 hours for Lovatt.
- NTU—61—306 A bronze spec cock. This bird had a lot of white on him and probably is better described as a mottle.
- NTU—63—1014 Perc had him marked down as a bronze cock. Dick describes him as a velvet black check, he was not a self black. This cock was flown by Lovatt 18 hours and 42 minutes in the 1964 Whitsuntide fly.
- NTU—63—1019 A silver dun hen that was flown over 15 hours by Lovatt.

Cocks #306 and #1014 were half brothers, both being bred from hen #3380 with different sires. All of these original imports were closely related to the twenty hour record Lovatt kit. You can see from the above that the imports were capable performers and a sound foundation for the resurgence of endurance flying pigeons in America.

It is easy to arrive at the conclusion that these Lovatts were a healthy shot in the arm when you look at the performances of Lovatt flyers. Maybe the most notable being Bob Kennedy, ATU O.B. record holder - 15:04 - with many 12 plus hour flies. Many others have done well with Lovatts - Howard Carlson (ATU Y.B. record 13:47), the late Bob Lewin (former ATU record holder), Steve Bliszcz (FTA H.S.O.B. record 15:45), Dick Seabridge, Perc Hagan, Jim Smith, Howie Johnson, Joe Kelley, Wayne Tomsic and others all with many good flying times.



3150, 1961 3022, 1961 3033, 1961
NTU Winners June 22nd 1963 Time flown 20 hours
World Record
Bred and flown by W. Lovatt, Sneyd Green, Stoke-on-Trent, Staffs

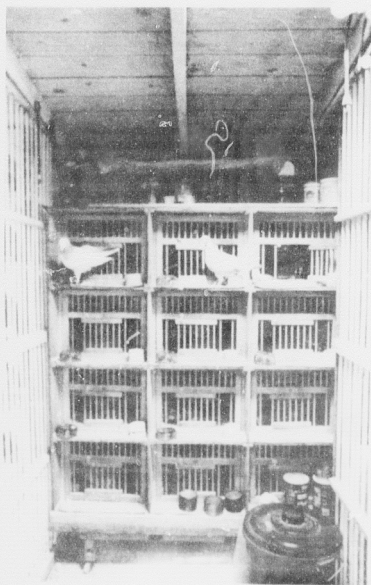


706, 1957 1006, 1957 209, 1957
ATU Winners 1957, June 10th 1957, Stone House, 19:42, 42 min. World Record
Bred & flown by Mr. W. Lovatt, Sneyd Green, Staffs

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How I Became Interested in Tipplers

by Richard Seabridge
Lawrenceville, New Jersey



Loft of R. Seabridge, President of the FTA.

Flyers' Kit Box

Let us record at much rather talk about pigeons than write about them. I came by pigeon fancry since my father kept a loft of birds (Racing Homers) over 70 years ago. I started with racing homers back in 1937, and over the years won many awards including Big All American Loft, and winning twenty nine old bird average speed diplomas, in club and combine in the last twenty years racing.

I have always had a liking for high flyers, and in 1972 I acquired my first pair of Tipplers from Joe Rounbehler of Philadelphia, which was the Baltimore and Canadian type that was popular in that area. They were a very good looking Tippler excellent in type and feather, and in color, were prints and grizzle. My interest however veered towards the Lovatt strain of Tipplers, and 1974 I had the pleasure of a visit from Perc Hagen and his wife with twelve grand Lovatt Tipplers which was an excellent start with that strain. Since that time and two visits to Travelers Rest, South Carolina I acquired other Lovatts from Perc Hagen. Some of these birds being direct off the original Tipplers from Will Lovatt's Loft of Stoke on Trent, England.

Flying Loft is eight feet by sixteen feet by six and a half feet high, consist of three compartments. Flyers are flown from a kit box, which consists of twelve compartments each being fifteen inches by twenty two inches deep, and twelve inches high, so you can see not many birds are kept.

Droppers Loft is a small five feet by six feet loft. Five to six pair Vienna Short Face Tumblers are kept. They are a small and very tame bird. All extremities, the wing tips, the head and tail are white, and the Tipplers can see the markings from quite a distance. There are four 7½ Watt bulbs beneath the overhang of the

Flying Loft, whose indirect glow at dusk is also used to bring the birds down if too dark to see the Tumblers. There are many ways of management and training of Tipplers. I can only relate what has best worked out for me with my time available.

Breeding I usually pair the breeders up the middle of February, weather permitting which consist of nine pair. When the breeding season is over the sexes are separated through the winter months. To insure a good moult they are fed and watered twice a day, morning and evening on a commercial mix of various grains labeled conditioning feed, also flax is used sparingly. No birds are fed on the floor feed is placed in feeders which are three feet long and dowel sides, so birds cannot get in and spoil feed. Minerals and grit are before the birds at all times, also protected, so it can't get spoiled.

Training Flyers are kept in the loft and not flown through the winter months. Six weeks prior to the first spring fly the Flyers are placed in the Kit box and put on Malt Barley as their main diet. Flyers will remain in the Kit Box until the long day fly is over in June. During this time two or three training flys per week are scheduled. When birds are returned to their boxes they are fed and watered once a day at dark.

With the above method, in 1975 I recorded the best official time by any F.T.A. member and was invited to participate at Rutgers Seminar on Pigeon management, to address the conference on the Tippler Breed.

In conclusion I would like to give this advice to anyone starting up in the sport. Have patience. A fit and well cared for bird will fly its heart out for you and will not let you down, so don't let them down.

Hoping that you have found our article interesting and perhaps of some aid to Novice Fanciers.

The Origin of The Flying Tippler

by David Wang

As the Flying Tumbler breeders in one part of England selected birds for tumbling ability, resulting in present day Rollers, so in another section of England Tumbler devotees selected for breeding purposes, those birds which showed an ability for sustained flight, which last resulted in the Flying Tippler. For generations, these breeders eliminated birds which tumbled and somersaulted, and selected and bred from birds showing the greatest tendency to, and ability for sustained flight, free from acrobatic performances. Thus, from a common source, the Flying Tumbler, all present day Tipplers and Rollers were developed.

The exact origin of the Flying Tippler is uncertain and this is easily understood when the above manner of selection is borne in mind. The better authorities agree that it was originally developed in England in the vicinity of Rainbow and Macclesfield. It is after the latter place that the name "Macclesfield Tipplers", popularly called "Macs", was derived.

The derivation of the name is uncertain. There are several explanations and one of them is that the primaries and tail feathers of Tipplers are tipped with color, and that the name is derived from this marking, seems the most plausible theory.

Which varieties of Tumblers were used in the selection is not certain. The probability is that numerous varieties and strains were used, that little attention was paid to colour, but the length of performance was the chief criterion. The mixed colours of Tipplers for decades makes the theory plausible. A cross with the Cumulet or some other White pigeon having a good pearl eye and a coloured pigeon in the next generation gives grizzling and the coloured primaries and rectrices so common among Tipplers. It has been with Tumblers, Wests and Cumulets.

In appearance the Tippler is of a general Tumbler conformation with a plain head, clean legs, and wings neatly carried on tail. The colours, as might be expected from birds originally selected for performance rather than for appearance, are varied and mixed. There were Blacks, Blues, Duns and White, neither grizzled nor mottled but both, meaning, no doubt, that the main plumage of the breed was White with primaries, rectrices, and markings of colour indicated.

In Sheffield, a Flying Tippler quite different from the Macclesfield Tippler was developed. The Sheffield Tippler breeders produced a splendid strain of Flying Tipplers with magnificent staying ability. The colours of the Sheffield are quite different from the "Macs". It was produced in reds, Blues, Blacks, Yellows, Badges and Chequers etc. The colours of Sheffield Tipplers indicate a different lineage from the Macclesfield. Sheffield was for years the hot-bed of the sport in England.

The Show Tippler is a natural development from the Flying Tippler, brought about through the desire of Flying Tippler breeders to exhibit their performing birds. The showing of Tippler commenced some seventy odd years ago.

As the exhibiting of Tipplers increased in popularity, several outcrosses were attempted in order to improve the breed for exhibition, and that good Light Prints were obtained from crossing with a Cumulet. The Show Tippler has been crossed with the English Owl the Long Faced Tumbler, the Damascene and the Antwerp Smerle. It has also been said that if you mate a young Light Print cock to a Blue English Owl hen, this cross produces a grizzle. Take a cock from this mating and pair to a Blue Long Faced Self Tumbler hen. Mate the original Light Print cock (grandfather) to a hen from the first cross cock and Tumbler hen. From this mating, Light Prints of good exhibition quality should be produced.

Proper Wing Action of Flying Tipplers

by Bob Hinz

Most fanciers are aware that the Flying Tippler Pigeon is bred for endurance flying, the world record being 20 hours of continuous flight, but a lot more is involved in the Tippler sport than meets the inexperienced eye. Training and conditioning will of course play a big part, and these two works are very broad because under these headings we would have to discuss many subjects such as "feeds and feeding," "low feed and feed ups", control of birds in flight and quite a few other points of greater or lesser importance which are all part of the big picture. However, all of will go for naught unless the birds we are working with

have the proper wing action for long and continuous flight.

I think we can learn a lot on the subject of wing action by studying the flight of birds other than pigeons. Most of the birds that I will mention can be found in almost any area of the United States if we take the time and trouble to look for them. Many of these birds fly only short distances in their normal routine of life and are not in any hurry about it. Some of these would be the robin, mocking bird, or blue jay. Another type would be those whose very existence depends on great swiftness of flight such as the hawk, and swallow, and though not a bird, we might even mention the bat. Finally we come to our "wild Tipplers" if I might dare to use a term in reference to the sea gull, the eagle, and even the buzzard which are all birds that can, and often do stay on the wing for hours on end. Of course at least two of the latter mentioned birds are also capable of great swiftness in flight but they do not use it until the situation calls for it, and our Flying Tipplers are also swooping when they have the need or desire to do so.

If you study the flight of all of these birds you will soon realize that the long time flyers have a very slow, lazy, wing action. You will also notice that the birds built for speed have a pointed wing and the slow flyers have well rounded wing. This of course has to do with the length of the flight feathers. On a pointed wing each primary flight is a little longer than the last one preceding it while on a well rounded wing the last few primaries are each a little shorter and there is a good reason for this, the reason being that the primary flight feathers give the bird his forward thrust and so it is easy to see why the Good Lord built his speedsters with long pointed wings but gave the birds that glide for hours the fuller, rounded wings to ride on.

Needless to say the birds with the fast wing action will burn themselves out of strength and energy a lot faster than the birds with a slow wing action, but how do we control this? We certainly can't tell the bird, "Go slow, you'll last longer." We must breed for a slow wing action. This of course could be accomplished simply by breeding only from birds with the proper wing action without knowing what gives them that type of wing action, but we will do a lot better if we know the "why" and "what for's".

One thing that makes a difference will take us away from the wing entirely and will have to do with the depth of keel or more specifically the breast muscles. If we have a bird with the keel too shallow we will have short breast muscles and this will result in a faster wing action. However we don't want to go overboard with too deep a keel. Perfection seems to come in a bird of medium keel, not shallow and boaty like a duck but not deep as a turkey either. On the turkey type we would have weight as a handicap.

Another point that affects a bird's wing action is the structure of the flight feathers, broad overlapping flight feathers are desired and the reason is that the Tippler needs a solid wing to support the bird in the air while the wings are worked slowly. Openings in the flights would result in the need for a much faster wing action to keep the bird aloft, so to speak. For the sake of clarification we might think of the wing with openings as a boat with holes in the bottom. And we might compare the frantic person doing the baling with a Tippler trying to stay in the air with such a wing.

Condition of the flight feathers will also be of utmost importance. The feathers must be resilient and the webbing in good condition. Dry, lifeless feathers full of parasite holes and stripped of webbing from fighting will certainly be a handicap and will again result in a faster wing action and a bird that tires quickly.

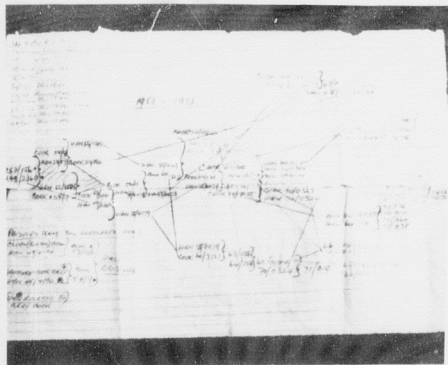
In closing this article I would like to bring up the subject of our "Standard of Excellence". Erroneously referred to as a "Show Standard". Some fanciers choose to ignore this standard and state simply that they are not interested in showing the Flying Tippler. It is true that part of the standard is strictly beauty features, but the fact is that the standard is divided into two sections. One section is beauty features and the other utility features. Under utility features we will find that the standard calls for overlapping flights, proper depth of keel, and it allots 24 points to condition. The necessity of all of these points has been explained in this article and so we can't help but realize that the standard is not just something that someone dreamed up for a pretty looking bird in the show room but a standard of a flying pigeon and it certainly has its purpose in this working bird other than something nice to look at.

For any "flying man" to ignore beauty in his birds is sad, but to ignore the points that are a must in the makeup of a good flyer is in my opinion just plain ignorance. I feel that those who down the standard and down the showing of the Tippler might just as well hang a sign on their backs saying, "I don't know a thing about Tipplers."

As before stated in this article a fancier might arrive at good flying birds by mating the best flyers to each other and continue this over a period of time, but in the end I guarantee that the good flyers in the loft will possess the utility features of the standard and I also guarantee that the poor flyers will be lacking in these points. The result is that such a breeder has really or finally bred birds to conform to the standard but he has taken the long and the blind way home. And so the dual purpose bird is a must and the show room is as much a part of the intelligent breeder's flying program as the clouds in the sky.

Breeding (Chart) and Comments

by Gordon Hughes

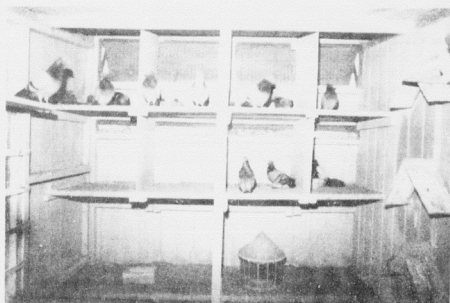


Gordon Hughes Breeding Chart.

A copy of my breeding chart covering 25 years of breeding wherein I produced my own strain of tipplers. Of course, I bred very many more birds than those shown which mostly flew very well, and I have of course supplied fanciers throughout the world with good birds. However, I have only shown on the chart the ones I used for stock. All the birds shown were produced from two-half brothers. Cock 1953/156 and Cock 1954/9. Both these cocks as you will see were produced from Hen 1949/4190. The hen 1949/2360 was introduced to the two half brothers and these three birds were inbred over the years 1953 to 1978 to produce kits which flew consistently year after year for 19 hours as old birds and 16 to 18 hours as youngsters. The chart is a little awkward to read, but if you take one bird at a time and follow its' breeding through the years, it will become more understandable. You will see that the hen 1955/1169 won the National Tippler Union's Long Day Competition in 1956. She flew together with her nestmate and a half-sister not shown on the chart. Then at the other end of the chart 1973/153 and 1975/146 flew 18 hours and 7 minutes on July 1, 1973 which is the Young Bird World Record.

I did not breed to any particular pattern except that I always bred with the strongest birds and never paired brother and sister together. However, I did try this on some occasions but found that the youngsters were no better than birds bred from parents less closely related. Over the years I did experiment with other strains (always hens) bred into mine but I always reverted back to my own pure strain as I could never find a cross which made my own birds better competitors. However, in 1973, I was sent a bird by a friend who lived in Wales. This was a badge (blue and white) hen. I paired this to cock 1972/173 and a young hen from this pairing was in the kit which flew 18.07 (Young Bird World Record) as a youngster. She later flew over 19 hours twice. I paired this young hen back in again to my strain to cock 1972/162 in 1977 and this pairing, the youngsters of which were now $\frac{3}{4}$ from my pure cocks and $\frac{1}{4}$ from the badge strain produced the three birds which flew 20 hours and three minutes in 1978.

You will see from these pairings that a good hen put into a strong inbred strain will do no harm and after three generations of pairings only the young hens from the cross up to the cocks of the inbred strain, the youngsters are almost indistinguishable from the inbred



Gordon Hughes Breeding Section.

strain. All the cocks which did not take after my own strain, which were produced from the cross were disposed of, except for one which was of the third generation of crossing and this bird was an exceptional likeness of my own strain. He was in the kit which flew 20 hours and 3 minutes in 1978.

I am 59 years of age now and have kept tipplers for 54 years and have met some very good friends. I have spent more time training birds in darkness than daylight and have very often stayed at the top of the garden until daylight to get the last bird of a kit. Only an absolutely dedicated person would dream of going to such lengths.

My greatest disappointment was during 1978 when I broke the all time National Record at Easter when my kit did approximately 18 hours but were disqualified as the referee could not see them within the period allowed by the rules. When I put my lights on, I had the kit in the loft within five minutes. They flew perfectly and came down perfectly just as they had done in training but all to no avail. My ill fortune continued as in the next competition during May 1978, I was again disqualified. My kit were still flying tight together at 19 hours and 15 minutes. They split at 19 hours and 20 minutes. I put my lights on at 19 hours and 25 minutes in order to break the all time record, but failed to get the third bird of the kit into the loft in the one hour allowed from the time the kit were seen to be split.

During the latter end of 1978, I decided to take up racing pigeons. I have been intending to do this for some years. However, I also intended to keep a few tipplers and keep in touch with the sport, but recently I have sold the last tippler and have now fifty racing pigeons only. I am afraid that the Flying Tippler Sport is slowly dying in Great Britain due, I believe, to the lack of up and coming dedicated fanciers to the sport and the inefficiency of those now engaged in the sport to encourage new fanciers. My whole purpose in life has been to make the sport more enjoyable and more efficient. In doing this, I have spent many hours writing articles and visiting other fanciers' lofts, but I am of the opinion most of my time has been wasted as the sport seems to have depreciated in most ways during the last thirty years.

However, my best wishes to you all in the U.S.A. and perhaps you may be able to take over as number one country in the Flying Tippler Sport.

Harry F. Bastian, Sr.
1150 East 33
Erie, PA 16504

Breeder and flyer of pure "Lovatt"
Strain of High Flying Tipplers.

Bela Kiss
Box 65
East Falmouth, MA 02536

Flying Tipplers
Member FTA
Bruce Weeks
1446 Lake Elmo Ave.
Lake Elmo, MN 55042
612-739-5265

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Training and Feeding Methods of Yester Year

(Copied and supplied by Mr. Eric Birchall, Stockport)

As barley is the staple food for the Flying Tippler, I must deal with it first. A great many tippler fanciers, not only beginners, find it very difficult to get their birds to fly in any style when put on barley alone. Many object to its use, as they like to see their birds looking in the best of trim at all times and have not the necessary patience to persevere until their birds get accustomed to it as a food. Some keep their birds on a mixture of grains, amongst them some of a stimulating nature, and only put their flying kit on barley when they want them to fly. In such a case, it is not surprising that birds instead go right out of condition, owing to such a sudden change.

During the moult, it is a wise policy to keep your birds on grains that will sustain them such as tares, peas, wheat and small Indian corn, not so much of the latter, and linseed about twice a week. But as soon as the moult is over, before you begin to fly the birds, you should begin to get them ready for the flying season.

At first, give a little barley and their customary diet, and gradually give a little more barley every night until you have got them on to barley alone. When you have done so, give a slice of raw stale bread crushed up every four days. This quantity will be sufficient for five to six birds. This will keep them in good condition until you intend to put them into training. A young and inexperienced fancier will naturally give his birds as much barley as they can eat once a day.

This is the cause of their not standing a preparation as they are already forward enough. I have known birds when given as much barley as they can eat, get in such condition that one feed the night before the fly of hemp seed and canary and a little Indian corn, and similar feed in the morning, to turn out and fly fourteen hours with the wind against them. Do not let your birds get so forward as this. When commencing to train them, measure their food in a small egg cup, have them hungry and count how many grains they can eat, then you will know just how you are feeding them. When they are too forward half feed or less if you think necessary. Should you think at any time they are a little too low, give an egg cup of barley about half an hour before you turn them out for a training fly to sustain them and improve their flying.

To get young Tipplers to thrive on barley at an early age is not at all easy. Their being strong and healthy from the nest has much to do with it.

Young Tipplers should be ready for leaving their parents at five weeks old and take them away at this age and place them alone in a compartment you have for them which must be clean and well ventilated. For the first week leave them a supply of corn, grit and last but not least, clean water. If, when you go to them at night, you find any sitting with the head in their shoulders, just test whether it is lack of not having a drink by holding their beak in the water, as when they have just been weaned, they have not always got the necessary sense to find it. I have found by doing this they will soon get the message. At six weeks old you can commence to feed on barley once a day at night. At first, give them as much as they can eat; let it be good barley, and clean. You will soon find your birds looking well and ready to start their training.

How to commence flying a kit of tipplers, whether it be young or old, is of vital importance. A kit of old birds requires some careful management when you first begin to put them into training after being confined to the loft for several months, and should be started like a new kit.

At first, you must lower their condition by very sparse feeding and let them out one at a time very hungry for a couple of times, enticing them to and fro with a little barley. This will get them used to the top of the loft. Of course, your droppers must be out with them.

If you let them out feeling well and corn in them they will go straight up to fly and in a very short time will become weary through want of practice and will drop on the house top and will be a long time before they make up their minds to come in and probably never forget this all flying season.

A kit of young tipplers intended for flying should be kept out on the top of the loft until dark and every day during the time you are getting them used to their home, and every time that they are out, talk to them and give them a little barley to eat. The more patience you practice this way the less trouble you will have to get them accustomed to dropping at night when you commence to fly them. Do not, on any account, let them fly too late and for a week or two an hour will be quite long enough. But do measure their time that you will be putting the droppers out when the day is falling. Never allow birds to drop without giving them the signal and while you are dropping them before nightfall, let them stop out till dark. During this period of training you must take special care and teach them to the proper place to drop on and on no account allow them anything to eat but dried barley until you have got them accustomed to night and your droppers.

My advice to all fanciers is on no account allow them any stimulating food because this is the cause of many over-flyers and many lost young birds which have

not been properly trained. In fact, give them nothing but dried barley until you have them well settled and in nice flying order.

So long as they will live an hour and a half and wait till you put the droppers out, you may be assured that you are on the right lines. The following drink will improve their flying: 1 egg cup of rue tea, and a small teaspoonful of Epsom Salts diluted with water—1 pint. This should be given to the birds the night previous to turning out. But do not forget to give them a drink of clean water one hour before they go out for their training spin.

If you intend to reserve them for a special fly the following feed will be of value: Give them rue tea and Epsom Salts as stated for the last two days while on barley feed and then commence the feed as follows:

1st Day: Give barley and grey peas

2nd Day: Give barley and grey peas.

The second day they must be out for a training spin for not more than four hours. 3rd day, feed half wheat and small Indian corn. Turn out for training on fourth day for not more than five hours. 4th day, give hemp seed and Indian corn. 5th day, same as 4th day. 6th day, about 8 a.m., give about an egg-cupful of rape seed and niger seed. At 1:30 p.m. same day: 1 teaspoonful of wheat, canary seed, hemp seed and a little (Indian corn small).

The birds must, of course, be kept in the loft on the 5th and 6th days, then two hours before turning out for fly give them a mixture of small seeds you have canary, rape, niger, etc. The following drink on the 4th and 5th days add one teaspoonful of Parish's Chemical Food in a pint of water but do not forget to give them clean water before turning them out on fly day.

THE BACKWARD KIT

by Ken Burgess

5 Leys Road,

Wivenhoe

Nr. Colchester, Essex.

Last August, Colin Smith of Norwich offered me a Blue Cock Bird that he had no further use for, a 4-year-old, typical Gordon Hughes type. I didn't really want it, but as it was too good to be 'put down', I decided to breed a pair of late bred from it, with a Percy Field Blue Badge Hen that was spare.

The result of this pairing was a Blue Bar and Blue Badge, both hens. I started them off at about 7 weeks, on a barley diet, building their timings up to 3 or 4 hours. I added a Black Marlow/Field late bred to make up a kit. The object of this late flying was to find out if the birds were worth retaining. The kit flew very high, and 'raked' out well.

Shift work in our sport had many disadvantages but the main advantages is that during the winter months, when on night duty, the daylight hours can be spent with the birds. With this in mind, I gave the kit a bit of a feed-up and set them off on a clear frosty morning. They went up like specks, kitting tight and raking out well. They'll fly the day out I thought! After 4 hours they were 'showing' to the loft, so I dropped them. On examination they were fit and 'perky', no distress evident. Lazy, I thought, I'll push them next time out, which I tried to do. They started having a good look at an electric pylon which is the only high feature in my area, so I gave them best, and dropped them.

After a while, I accepted the fact that this kit of late-breds would fly 3 - 4 hours high, and in good style, but would not extend themselves. I decided that they would be flown throughout the winter months, which I did. They flew in all weathers, being dropped when they asked, and giving me hours of pleasure.

During February, I put them away and started up my yearling kit. These five birds had flown well as young birds, and I had high hopes of a good 'Old Bird' season with them. They were 'trained on', and the first competition they went all the daylight hours 12 hours 35 minutes showing great promise! During training (for the first time) three of the kit went to the pylon, for no apparent reason. This left me only two flying birds. I thought 4 hours is better than not taking part in the competition, so I put my late-bred kit into training.

13 hours 50 minutes, 15 hours 12 minutes, 1638, they flew during the remaining competitions: they improved every time they went out, pleasantly surprising me!

The reason I wrote this article about my kit is to bring home the point that we are, perhaps, too impatient with our youngsters, not taking into account that like all other livestock, including us humans, some are quicker to develop in mind and body than others. Makes you think how many potential winners are disposed of, without a real chance of showing their developed ability.

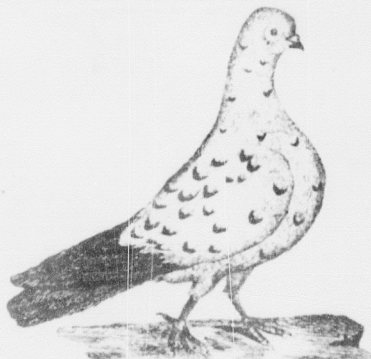
OLD PICTURE OF TIPPLERS

by Heinz H. Kaupschaefer
Dorsten, West Germany

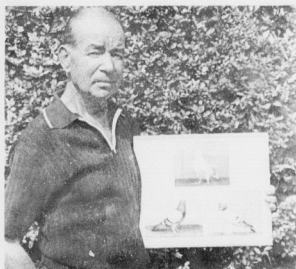
I collect special literature on pigeons and I can say I have almost all old books mentioned in the "Bibliographie der Tauben" (Bibliography of Pigeons) by Werner K. G. Moebes, West-Berlin.

Naturally, I am interested in articles, pictures etc. about my favourite breed the Flying Tippler. In the 1765 edition "Treatise on Domestic Pigeons", England, by Girtton, I have found a picture made by Mayor entitled "Black Mottled Tumbler". On page 68 Girtton has written a chapter on these Tumblers of which he has said: "... they will rise to an immense height in the air, so that sometimes the eye can scarcely follow them. At this height they will keep two, three, four, and sometimes five hours together; nay, I have heard it frequently asserted, that there have been Pigeons of this breed which have flown nine or twelve hours. When they are up at their pitch, the better sort seldom or never tumble."

Personally, I believe these old-fashioned "Tumblers" are the forefathers of the present day Tipplers cause we have many mottled birds in our breed and the tumbling factor has been selected out by many generation of fanciers. Pigeons which tumble are not able to fly long times as we know. Last season I have had a young bird of my strain which has shown somersaults in the air. A sign of atavism. I think Rollers, Tipplers, Tumblers are from the same origin, they have the same forefathers only the selection was different because the aims of the breeders were varying.



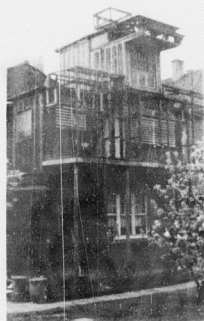
The first published picture of a Flying Tippler (from "Treatise on Domestic Pigeons", England 1765, Girtton).



Jack Boden, Birmingham, England,
World Record Holder — 20 Hr. 40 Mins.



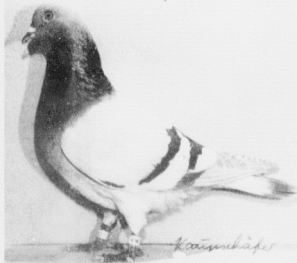
This kit of 4 cocks flew a West German
Record with 17 Hr.s 55 Mins. in 1963.
Owner, E. Kroeling.



Typical German Flying Loft
for Tipplers. Anton Spilles
owner.



Macclesfield Tippler imported from T.
Beechinor, Wales. Owned by H.
Kaupschaefer, W. Germany.



Boden Tippler owned by Heinz
Kaupschaefer, W. Germany.



Newton Tippler owned by H.
Kaupschaefer.

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Fly Your Tiplers

James F. Smith
Norwich, Conn.

In keeping with the theme of the Flying Tippler Association of America I would like to advance these thoughts on Tippler flying in order to stimulate a growing interest in this particular hobby.

At the very outset I must say that there is only one right way to train Flying Tipplers. That would be to work them backwards from darkness, in graduated time periods, using the feed can and numerous droppers as controls. This is the best way and right way. This is known as the English Method and will be referred to as such from here on in.

But we are not in England. What about the person who works two jobs, or work nights, or who cannot always get home right on the dot in the evening to let the birds out for a go? After all our days are no where near as long as they are in Britain and Europe. It's tough to train when there is only an hour of daylight left in your day. Does this mean that many individuals in America cannot enjoy competitive flying? No, this does not mean any such thing. It does mean, however, that success will be limited and difficult, but better than nothing. You can alibi for the birds or you can fly 'em. Let's fly 'em. One word of caution, though. It will be tough enough to implement a program like this with good birds. To try it with inferior stuff would only be a shameful waste of time.

I try to start my young birds when they are about three to four weeks old. Nights after work and late afternoon on Sunday, as my schedule permits, the young ones are put out on the landing board and pushed through the trap into the fly pen. They stay there until dark and then are taken back to their respective parents. It helps tremendously to have them all the same age but for one reason or another mine never seem to come that close together.

This continues until the young come out of the nest and are eating by themselves. Be sure they can fend for themselves before you take them from their parents.

For the first seven days I allow the new flyers unlimited food, water, grit, and access to the fly pen. In fact the opening from the fly pen to the loft is never closed at this point and early mornings will already find the young Tiplers out in the pen taking in the world around them.

The next seven days the birds are now fed in the evening only. After the sun goes down and by artificial lighting. This is one area where we do not deviate from the English Method. From now on this is when they are fed, get grit, and water. During this period they are still being worked to the trap. This pays huge dividends later on.

Now as to what to feed these birds is a tough question. The ideal situation is to get them on malt barley only. With the English Method this is most desirable as they are worked in the evenings for a set period of time and this type of feed keeps the birds very tight and hard like an empty beer can. But here we are trying something a little different and because of this the birds will require a little more substance to carry them along.

Not only that, but, in some area, malt barley is next to impossible to get. My birds are fed half malt barley and half pigeon grain. At this point they get as much as they can eat at one feeding.

By this time the eye color of the young birds is changing and now comes the big day! If you choose to release on Sunday morning do not feed them Saturday night. On Sunday morning open the trap and let them out. Do not chase them. Have your droppers out and stand away from the loft. Some will burst into the air and take off. If you are lucky they will return, leave them out all day. As darkness falls they will head for the trap because this is the payoff for all the time spent working them to the traps. Throw a little feed and get them in. Do not give them their supper until it is well after dark.

I try to continue this for a week or so. If the birds are not flying by then they are placed in a carrying case and taken to a far corner of our yard and released in a burst. This is done rather than scare them off the loft. Two or three times with this and things start to happen. Some birds will readily take o the air and start working a little. These are the ones you've waited all year for. True, some of the others will eventually catch on by and by while the others just won't cut it. Any birds that will not respond within a reasonable space of time must go. Culling is a desirable, necessary, mechanism in this game and must be utilized with dispatch. One or two

bad birds will wreck any progress you might have enjoyed.

The birds should be broken down into kits of at least three per kit with your best in one kit and your second best group in the next kit, etc. If there are only five birds and they are treating you right, then fly the five.

Now it is up to trial and error as to when the kit is to be worked. It is generally agreed that three times a week is sufficient. How it is broken up is strictly up to the individual and how his birds respond. You can go Tuesday, Thursday, Sunday, or one day out two days in, or Sunday, Wednesday, Sunday. It pays to adhere to your schedule once same is established.

My birds are now released early in the mornings on their scheduled days before I go to work, weather permitting. Any control I've had on them up to now is gone and they are now on their own. A very bad situation as any seasoned Tippler flyer can tell you, but it's out of my hands. My jobs are a little more important and there is no telling when I will be getting home in the evening.

Many things can and do happen to birds that are left to their own devices. I, myself, had a whole kit of young birds follow each other into an open rain barrel and drown. Match that if you can. Young Tiplers trained this way are very lightly toward evening. After being out all day the cool evening breezes feel good to them and all too often they will take off. Whether you are home or not is almost immaterial. You now have trouble! If you are home try to coax them down with droppers and feed can. For God's sake don't turn your reserve kits out in the hope of pulling the others down. It doesn't work. Can you guess how I know? If you are not home when this happens you will be in for one "heckuva" surprise when you do get home! You might get them back, but don't count on it.

About a month before the first Fall fly I put my best kit in the kit boxes. Not all American flyers do this. I feed them each three teaspoons of half barley/half grain mix, at night. This helps me to keep them in some sort of check until fly day. It took me three years to get it through my thick head that everyone handles their birds a little differently. I can remember talking to Ed Burczewski, Rich Seabridge, Bob Lewin, and Vic Jendz. Each one would start off saying "this is what I do..." My birds are all from Robert C. Kennedy. He even came to my home to feed my birds for me but it was of no use. The point is what is good for someone else might not do for you. If you can get that you're half way home.

Feed up is the magic phrase that Tippler flyers really get hung up on. The truth is that if the weather is not with you on fly day you're nowhere. However it is essential to know when to take the birds off low feed and start to build them up. Again, everyone I know does this a little differently. On the other hand all the credibility and sincerity I've tried to convey in this article would be nullified if a feed up wasn't included. Here is one I've had some luck with. It runs one week from Sunday to Tuesday. The birds are flown each morning on Sunday, Tuesday, Thursday, and, of course, on fly day. The feed is given each night after dark by artificial lighting.

Sunday: 3 teaspoons mix (half barley, half grain), grit, epsoms salts in the water (1 tablespoon to a quart of water). Monday thru Wednesday nights feed the same. 3 teaspoons mix, grit, fresh water. Thursday night give 2 teaspoons mix, 1 grain, grit, fresh water. Friday: 2 teaspoons grain, 1 canary, grit, fresh water. Saturday at 10:00 P.M. give each bird, in teaspoon measure, the following: 1 grain, 1 canary, 2 polished rice. After eating I give each bird a cod liver oil cap and then a drink of fresh water. They do not get grit. On Sunday morning release at dawn and good luck.

Well, as stated before, this is an alternative concept. It has many flaws and can be varied considerably. You won't break any records, but at least you might have a little fun.

Now I know there are those who, at this moment, are screaming heresy, blasphemy, and lynch him! They are exactly right. But nowhere in this offering does it say that this is dogma, infallible, or expert advice. Nor am I a pigeon dealer looking to market birds. If this effort induces one person to enter the marathons sponsored by the FTA and/or the ATU then I will enjoy satisfaction. Remember this is an open forum and it should be used to express ideas. I will wait and see who will contribute further. Those of you who still wish to hang me will have to catch me first. In the meantime, fly those Tiplers!!

TAURIAN TIPPLER LOFT

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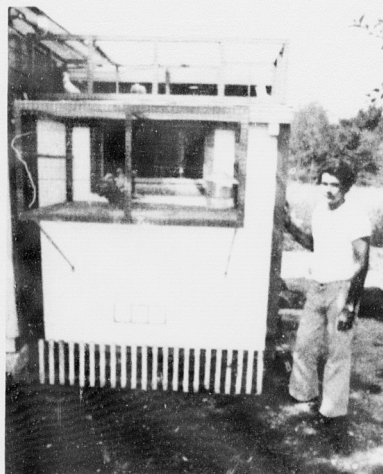


Dun Print Cock

**Cleveland,
Ohio**



Dark Print Cock Breeder



Wayne Tomsic & Loft

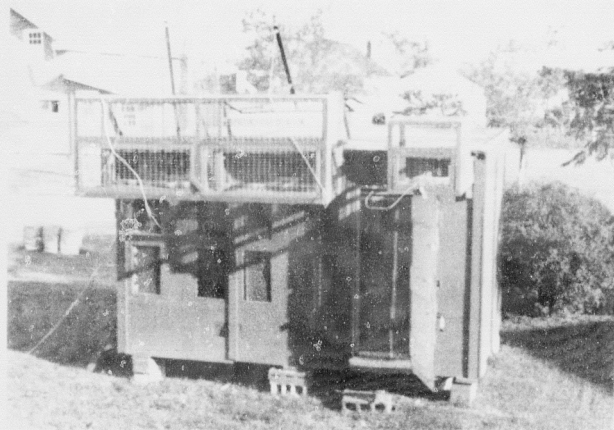


Left:
Family of
Flying Tipplers.
All Duns or
Dun Mottles.



Foundation Cock Red Spec #612

680



Flying Tipplers

Birds bred down from the
the Harry Hunt Strain

Member ATU — FTA

ATU Aggregate Winner 1975
72 Hrs. 10 Min.

Stanley Ogozalek
23 Orchard St.

Keyport, N.J. 07735 USA
201-264-8731

I would like to thank all who have helped me, especially Harry Hunt of Toronto, Canada and Jack Prescott of Sheffield, England. Best of luck and success to all Flying Tippler Fanciers.

Why Raise Tipplers ?

by James F. Smith
Norwich, Conn.

To be honest, Racing Homers was my game. I loved it. To me there was no substitute for excitement and enjoyment which went along with keeping Homers. To this day I'm still asked why I ever made the switch.

When I got married in 1968 it was the end of pigeons for a while. In the few years it took Sue and I to find a little place of our own the World had taken some real drastic turns and I looked at things quite a bit differently. When we established ourselves I went into Rollers for a bit and while they were a lot of fun they did not fill the void left by the Homers. I believe my Father had as much to do with my going into Tipplers as anyone. He used to always tell us how his world soar way up in the clouds for hours on end. His birds helped to take his mind off the pain of the Depression and an impending war. I don't think Dad ever knew at the time that the birds were purposely bred for competition flying.

After listening to Dad I decided to look into the world of Tippler flying and I think I can safely say that life in this house has never been the same.

My initiation and general understanding of the sport came from purchasing and reading John Curley's book "The Time Flying Tippler Pigeon Sport", which, I believe is now out of print. This book opened up the Tippler flying to me. However, the single biggest influence on me in this hobby came from one of the kindest, most generous, dynamic persons I have ever known. Robert G. Kennedy, Deer Park, Long Island, New York. It was through Bob that I really got my feet wet. I got to meet some of the top flyers and truly nice people in this game. Murphy and Felicia Randall, Don Zink, Bob Lucas, Ed Buraczewski, and almost the entire membership of the American Tippler Union. Say Ed, do you remember the "fahrik" in the road on our way to Worcester, Mass.??

Gradually I begin to understand not only the mechanics of the hobby, but also I could understand the love and intensity the folks of the ATU and Flying Tippler Association of America devoted to these game little birds. Bob Kennedy and Murphy Randall delivered my first Tipplers to me at my home, however it was when

my Brother, Tim, and I made a trip down to Bob's that it all came together. here was a highly competitive, sophisticated, and tough hobby that could be carried on right in one's own back yard. A huge stock of birds was not needed to be competitive. No bi-weekly or tri-weekly trips down the road for training tosses. No expensive time clocks to buy. No measurements to pay for, etc. This was getting better all the time. On that October day we watched Bob's kit of Lovatts overly into a Long Island night, but I was hooked right through and some Lovatt Tipplers went home with Tim and I that night.

A lot of water has gone over the dam since then. However I have never regreted making the change to Tipplers. Each season brings new and higher expectations. New friendships both here and overseas. The joy of seeing those tough little birds course through the clouds. It is my hope to see the Tippler grow and expand. I would like to see all aspects of the pigeon hobby flourish but today's trends seem to negate that kind of wishful thinking. The Tippler hobby is something a lot of people could really enjoy and get their teeth into.

We have been fortunate to have some outstanding personalities in the FTA, ATU, and the Delaware Valley Club as well. I bring to mind John Curley, E.R. Ball, Walter Buraczewski, Bob Funk, Sis Organ, Nasser Shirakbari, Bob Kennedy, Tim Kvidera, Henry Bampfield, Mr. Lou Wolfe, and Perc Hagan just to name a few, and there are many more. Some of these people are deceased, some have left the hobby, others are still with us. They all had one thing in common. They gave more than they ever took from this game. I also cannot forget our friends overseas. Heinz Kaupschaler of Germany. Thank You for the New Years Greeting, Heinz. Arthur Newton, former world record holder from England, and last, but not least, my good friend John Richards, Secretary of the National Tippler Union of Wales.

Here is an earthy hobby that can be enjoyed by old and young alike. A good thing that gets back to nature and the basics of life. No I wouldn't trade it for anything. This is my niche and I think I'll stay here, thank you.

Some Tippler Commentary

by Alex Rawson
Staten Is., N.Y.

There are various opinions held as to the origin of the Tippler. It has long been my opinion that these originated from a cross of the Vienna High Flyer breeds to Flying Tumblers. The resulting prints favoring the Vienna while the selfs and mottles favor the Flying Tumbler ancestors. At one time out of curiosity I mated a Vienna High Flyer that was a good performer to a common flying Tumbler. The results I got were as I just described above. This does not discount other opinions. I just offer mine.

As for the name Tippler I believe it is take off on the Danish Stipper, a Tumbler of good flying ability that because of its markings is called so. It could also be that this Danish Tumbler was also used in the improvement crosses that contributed to the great flying ability of the Tippler.

The Show Tippler came later when the flying prints were crossed to the Danish Brander, a Tumbler nicknamed the Fire pigeon, because of its bright color. The Brander is a direct color relation to the Stipper. From the Brander came today's beautiful Bronzed self, mottles, and light mottles called "chucks". These are the first breed of pigeons I remember as a child because my father bred and flew them. Years later we encountered some Show bronzes that were crossed to English L.F. C.L. Tumblers by Frank Wigorn. These were so beautiful and improved the Tippler so much that a sort of blanket of copper fever covered the New York Area. Soon a club of forty members was formed and competition was so keen that fierce prices were paid for even stock birds. Some greats amongst these were John Stefaniak, Willie Schwartz, Mike Chrusch, Lou Finkelstein, Jazzbow Morton, Tutte Bongiorno, Jimmy Sgroi, and of course my father Jack and myself plus Lou Brenner, Al Sobel, Dick Cruz, etc.

Today's enthusiasts of the Bronze Show Tipplers are former New Yorkers, Gig Interante, Geo Terranova of Calif., Chas Lacey of Florida, Abe Bogan of Spokane, Wash., plus a new group here in New York mainly in the Nassau, Suffolk Long Island Area.

There is a separation between the Flying Tippler, Flying Show Tippler, and Bronzed Show Tipplers. Each has a unique following of their own and no mixing is done and that is as it should be.

Population Potential with The Biological Time Clock

by Alex Rawson
Staten Is., N.Y.

We are all aware that there is a Biological Time Clock in every living thing. Everything live follows their own individual rhythms as regularly as a clock. Each timing is set up by nature to suit its host.

Birds migrate every year at nearly the automatic same time as it timed. No matter the weather, when the clock says go, that's what happens.

Another example is found when people fly to other parts of the world East or West of home. It takes some time for your own time clock to adjust whereas your clock says it's time for bed, others you are visiting are just sitting down to dinner!

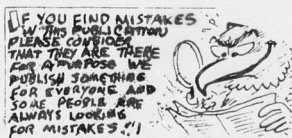
With our pigeons you will note the change that comes into them as spring and summer months approach and the days get longer. Birds recognize that it is time to breed, their glands start to work to produce sex rhythms for mating, building nests and laying eggs.

Each living thing has a natural ability to reproduce and increase in number. This is called Biotic Potential or the power to multiply. Pigeons in the wild do not have the ability to multiply as much as those in your loft. In other words food supply, shelter, as well as climate are controlling factors, here once we control our pigeons by putting so many pairs into so much space we then become responsible if our prisoners do not multiply and or live as long as those with more space. Some that live in crowded quarters die of various ailments but the real culprit is lack of enough living space. Others live but are dwarfed in size and many become sterile and or hard producers of less because of the crowding. The Biotic Potential then becomes variable when competition for food and a nest box becomes prime, fighting, scalping etc. is the usual result. These are natural controls over the population of your stock. Since you are in control it must be you then who culls down to fewer birds to breed from. You will then suddenly discover new life and

breeding abilities in birds you were ready to give up on. Just remember once you limit space you must limit population to suit. If you are wise enough to control your potential then success and good health will no doubt result.

The best example to illustrate population control was found when 50 guppies were put in one fish tank, one third males, one third females and one third juveniles. In another tank of the same size was placed one fully pregnant guppy female that's all.

Six months later both tanks had exactly nine guppies in them. Both tanks contained each, three males, & six females the proper proportion usually found in breeding these fish. Their population was controlled by their living space. Nuff said?



A. Liemen, Dorsten.

The Record Tipplers in Europe

by Heinz H. Kaupschaefer
Dorsten, West Germany

On June 18, 1978 a kit of three old cocks from the West German loft of Alfred Liemen, Dorsten, flew a new Continental European Record with 18 hours and 49 minutes.

Alfred Liemen is a young man. His bird's were imported from Mr. Oude Wolbers, Enschede/Netherlands. He has them mostly in blue, some in black, too. They are outstanding highfliers as you must know. On this competition day there was a crowd of about 20 fanciers to see the kit flying in the clouds.

The birds were trained to dark flying. So they flew 3/4 hour in darkness when Alfred enlightened the flying loft in his garden and gave out the white droppers. He uses white Cologne Tumblers and old-fashioned Faintails as dropper pigeons with success.

10 minutes after dropping the complete kit were in the loft. I suppose the birds had flown over 19 hours this day in mid-June. Alfred is the central timer of the "German Flying Tippler Union" with ca. 150 flying members at present time. Here at Dorsten he is also one of the fellows who established a local Tippler society for more community with all the Tippler enthusiasts in our area. Dorsten is a small town in Westphalia, 50 km from Duesseldorf. We have 20,000 inhabitants: 10 from these are Tippler competition fliers, 500 are Homing men, 100 are members of the local Poultry and Fancy Pigeon Association.

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What's The Opinion Down Under:

by Alex Rawson

Considering that Australia is on the under side of our world, how is it that Pigeon Fanciers act and react the same as we do up here? The following article is of great interest and I offer it to your readership sincerely.

Pigeon Prices and Breeder's Opinion

by R. Pearce
W. Australia

Pigeon prices is one aspect of the fancy in need of upgrading, or at least overdue for serious consideration. Comparing today's average prices with those of 20 years ago and allowing for inflation alone, we find today's prices quite unrealistic.

Before continuing on further I will first make it clear that this article is not relevant to my position as a breeder due to the following facts. Firstly, I do not breed any of the highly bred varieties to which this article is mainly directed to. Secondly, I do not breed any birds specifically for sale as the number of Dragon (my breed) fanciers in this state is very few and demand is minimal. Lastly, I believe that on today's antiquated prices it is more economical to destroy unwanted birds than keep them for sale.

Due to my comments above I write with the desire that the true significance of an article such as this may assist to engender higher class birds, and in the long term add some sophistication to our hobby. To qualify the latter remark I mean that on today's prices, new and young members would be justified in feeling that they are embarking on a cheap hobby.

Some claim it would be foolish to pay \$100.00 for a good pigeon, but these are the small minded breeders that will always be running about the place in search of the \$5.00 champions and getting nowhere. The man with an established stud of high quality birds hasn't the need to run anywhere!

Perhaps some fanciers are not aware of just how lucky they really are, and for the right price they could obtain birds of the highest standard. I'm not so fortunate and although I gladly pay double the suggested figure I don't believe we have any Dragons in Australia that approach world standard.

In comparison with other hobbies and sections of aviculture some of the pigeon fraternity are so far behind they are out of sight. Compared with the exorbitant prices paid for temperamental finches that are here today and dead tomorrow, the gambler aviculturists take it high when paying several hundred dollars for a pair of parrots knowing that if they are fortunate enough to get them to breed they can only expect replicas anyway.

It is my opinion that more breeders must be made to realize that culling is the name of the game. When this system is ruthlessly employed is when we may see a great rise to quality in general. To further this point, I believe that until that time arrives we will continue to have a minority of top breeders and a majority of rubbish on the market.

Should a high class pigeon be sold at face value or should we use some form of criteria when arriving at a price? E.G. Availability, demand.

The great many culls destroyed in the process of making the sale bird a reality must be inclusive in the price to my way of thinking. Also should the approximate and proportionate costs of maintaining a team of feeder or foster birds by the seller be considered?

Are we obliged to give the buyer the benefit of our hours of dedicated work and wave all these mentioned factors? How would you let one leave your loft?

I for one feel that if the buyer can take home the finished product and place it straight into the breeding loft, then he should expect today a respectable price for the privilege.

For those that can't get it all together in one bird and still persist with their \$10.00 limit, I will remind them that their pigeons eat seed and suggest they do the same. P.E.A.N.U.T.S.

Hand Feeding

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JOE & WANDA BYRNE

For several years I've taken on the task of feeding baby pigeons that have been abandoned, or needed foster parents or for some reason the nest has had trouble of one sort or another. Although we use Bernburgs and Helmut's for foster parents, which work our great, sometimes the timing is off and the feeders are busy raising young or are on eggs and it is necessary for me to take over. It is not very often I can raise a bird less than three days old but in some cases I have succeeded. If it is at all possible, let the parents feed the squabs for the first three days as their milk is vital to the infants. The first year I raised sixty-five squabs and lost only four. I was very disappointed about the loss but I came to realize that from time to time I will lose an occasional youngster and I can't save them all. If anyone has success raising a day-old squab, I would appreciate any advice they would be willing to share with me.

I'm writing this article to help other breeders to save valuable birds and to avoid disappointment in their breeding and show seasons.

The task for preparing a feeding program is very easy. First, you will need a box. If you have other pets such as a cat or dog, you will need a cage. Next place a heating pad in the box and turn on low. Place a bath towel that has been folded, on top of the heating pad. Put the squabs on the towel and cover them with one layer of towel to keep them warm—avoid drafts. After this is done, you will need a plastic bottle such as a hair dying bottle with a long nozzle. Cut the nozzle off leaving enough to place a lavene tube over the remaining stub. The tube is very important. It is the type used in hospitals to feed patients. It is soft rubber and very pliable and can be purchased in any drug store. Cut about one and a half inches of size -14 or -16 tubing and force one end over the bottle top. Now take a match and burn the other end slightly to round off the rough edge. This is important to prevent scratching or injuring the squab's throat.

Now you are ready to feed your squabs. For birds three to five days old, I heat Pro-sobee, warm not hot, and fill the bottle. Place the tube very gently down the squab's throat into the crop and squeeze very gently. Be very careful not to feed too much or the crop might be ruptured. This is done for about four days. Birds must be fed four times a day on Pro-sobee. On the fifth day a small amount of baby cereal is added to the formula, high protein is best. This mixture is fed four times a day until squabs are about eight or nine days old. At this age they are ready to be fed grain. First place a few drops of formula in the birds' crop. Hold mouth open and place a pinch of grain in their mouth. They will gobble it down quickly and easily. Repeat filling the mouth with grain until the crop is almost full. Don't forget to add a few pinches of grit when feeding. After the squab is full, but not to the bursting point, give him a small amount of water with vitamins. Feeding takes a short time and with a little practice you can become an expert.

When the squabs are well feathered, they are fed twice a day with grain and grit once in the morning and once in the later afternoon. Each feeding is followed with water, also water is given in the mid afternoon.

A cup of feed and a cup of water is placed in their cage. Soon they are eating and drinking on their own. Before I forget, the heating pad can be removed if there is no danger of a cold spell and the birds are feathered enough and out walking around.

Remember, you have taken on the responsibility of the baby's parents and they are dependent on you for everything. When they hear your voice or see you they get very excited and squeal. They like to be babied and love to be with you. For your efforts you will receive more love, attention and companionship than you ever realized. I raised about 60 or 70 hand fed babies a year. When I enter the lofts they greet me by landing on my arms, shoulders and head. They let me know they still love their mama. I pause and look around, and know, it was worth every precious minute.

THE SHOW TIPPLER

by Clarence Williams

This type tippler was created in England around 1890 by the flying tippler fanciers so that they could exhibit birds in the showroom. It was stated that the brander was used to get the Bronze coloring in the show tippler. Later years in the U.S., the Long Face Red and Yellow Tumblers were used to make the tippler more fuller and larger. Today there are three types of the Bronze colored tippler around. The flying bronze, show bronze and the larger long face tumbler type.

The color was stressed to get a brighter color than the bronze coloring, and the brighter color is called copper in the New York area.

This breed was very popular back in the 40's and 50's in the New York area. They were quite plentiful, that many breeders didn't keep them because they were getting too common. It was nothing to see a stock of bronze tipplers flying in a stock of about 200 or more on one fanciers roof.

In the late 60's they started coming back again, but very slowly. Now they are being seen in the show rooms once again. The type seen mostly is the show type bronze tippler.

The standard for the show tippler is now in the latest 1979 NPA Standard. This pigeon has come a long way.

The show tippler comes in 4 color varieties. Dark Mottles, light mottles, self and chuck (light simply colored primary flight and tail feathers).

Some of the standard of points are as follows:

Head — Round skull (not too full in front) medium face, pearl eyes with dark ceres and a dark beak.

Neck — Short stout at shoulders, tapering well up to the head.

Size and shape — Medium in size breed chest and shoulders, strong wing butts, body well tapering wedge shape to tip of tail.

Legs and feet — Short legs, small feet, bright red in appearance, free from feathers below the hock. Dark toe nails.

Condition and General Appearance — Carriage erect hard, short close and perfect in feather. The whole possessing a rich metallic copper sheen. The color must be rich in each of the varieties with a black bar approximately half inch from end of tail. In each of the varieties of show tipplers, primary and secondary flights must be soundly tipped with black except in the case of chucks, where secondaries must be white.

To try a challenge you should try breeding the show tippler. It is a most beautiful bird with color and markings.

Tipplers In Texas

by Willie English
Texas

Tipplers in Texas are very scarce. In fact, it's been a long time since I viewed this breed. The last ones I saw were called light prints. They looked like salt & pepper. They were a white background with black ticking heavy to light around the head area.

You would think that Texas would be an ideal place for Tipplr flyers as we are blessed with lots of wide open spaces.

Lately I've been searching thru my back issues of my many pigeon magazines hoping to find a Tippler breeder here in Texas to no avail.

I've been led to believe that most Tipplers fly so high as to fly out of sight or high enough just to be little specks in the sky. I've never kept this breed for this reason as I like to see my birds at all times when they're flying. I guess that is why I like the flying flights of New York. I like to see all the action.

Maybe someone in Texas will read this article and let us know that the Tipplers are being admired in the State of Texas.

I do have one question. Does the Tippler ever come in self whites with bull eyes?

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Flying Tipplers At Last

Rob Schaeffer

In the early Spring of 1978 I saw my first Flying Tippler. It was a very powerful looking bird that looked as if it could sense your every move. At that point I knew that I had to know more. For years I had been fascinated with my high flying Rollers. Now I had the chance to get the high flying ability as well as longer flying times.

I pulled out the trusty *A.P.J.* and to my disappointment no Tipplers were listed. That's when I decided to write Tim Kvidera of the F.T.A. to see about finding some Tipplers. Tim sent back a list of names and before I knew it I had a handful of letters for the mailman.

On the 3rd of June I received my first reply. It was from James F. Smith. He wrote a very informative, 4 page letter. It gave the history of his birds. The bad luck and the good. There was a page full of advice. I'll quote part of it. He said "There is a right way and a wrong way. You can lose every Tippler you own by one thoughtless move. If you don't want to learn the right way don't pursue this venture any further!" Pretty good advice I'd say.

In conclusion to his letter he regretted that he didn't have any birds for me at that time, but he did take me one step closer. He gave me the name of the man he acquired his stock from. Bob Kennedy, one of the top breeders in the U.S.A. and also a very close friend of Jim's.

I sent my first letter to Bob around the last part of June and before I knew it I had a reply. I crossed my fingers when I opened the letter and before I knew it I was going to have my first Tipplers. Bob said that it would be a pleasure to get me started. My dreams came true. I was getting birds from one of the top breeders in the country.

My first season with Tipplers I raised 33 young in a rainbow of colors. I had no idea that the original 6 birds could make so many different colors.

This year I hope to change a few things that I did wrong to help insure less losses. I'm ready for all advice.

At this time I would like to thank the people who made this hobby possible, 1st to Bob Kennedy, a man that really thinks of other people, a man always ready to lend a helping hand. I'm sure that all who know him applaud him. 2nd to James Smith, a man that isn't afraid to tell it like it is. 3rd to Tim Kvidera for getting the ball rolling. I appreciate the time that you have given me. 4th to the F.T.A. and all the members who make it the great club that it is.

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Old and New Literature on Flying Tipplers

by Heinz H. Kaupschaefer
Dorsten, West Germany

In the second edition of my brochure "Was Nan Vom Flugtippler-sport Wissen Muss" (what one must know about the Flying Tippler Sport) I have mentioned the special literature on our Tipplers on page 19. I suppose most of you are very interested in these books or brochures. Let me write some of the titles.

Althof: "Der Hochflugtaubensport" (The Highflying Pigeon Sport). 1940. Leipzig, Germany.

Althof: "Der Hochflugtaubensport". 1953. Berlin, Germany (with chapters of the well-known Werner K. G. Moebes, West Berlin).

Curley: "The Time-Flying Tippler Pigeon Sport". 1961. New York.
Kaupschaefer: "Was Man Vom Flugtipplersport Wissen Muss". 1964. 1. edition. 1962. 2. edition. Dorsten, West Germany.

Kaupschaefer: "Hochflugtaubensport als Liebhabe(r)". (High Flying Pigeon Sport as a Hobby). 1962. 1. edition. 1970. 2. edition. Publishing-house Oerel and Spoerer, Reutlingen, West Germany.

Hepworth: "The Tippler Pigeon Up To Date". 1893. London, England.

Hepworth: "The Tippler Pigeon for Flying and Exhibition". 1909. London, England.

Matthews: "Thirty-six Stages for the Flying Tippler Novice". 1960. "Pigeons and Pigeon World". Altrincham, England.

Oldfield: "The Flying Tippler". 1932. Bradford, England.

Seelmann-Eggebert: "Anleitung fuer Anfänger im Hochflugsport" (Hints for Beginners of the High Flying Pigeon Sport). Leipzig, Germany.

Seelt: "De Tippler" ("De Vliegtippler") (The Flying Tippler). 1949. NBS, The Netherlands.

Smith: "How the Breed, Rear and Train the Macclesfield Tippler and the High Flying Tumbler Pigeon". 1883. Nottingham, England.

Van der Wel: "De Vliegtippler" (The Flying Tippler). 1962. Edition of the "Dutch Flying Tippler Club". The Netherlands.

You see it is not too much what we have to read and many of these books are very rare now.

LET'S PUT IT ALL TO REST

by W.G. English
Texas

After reading thru all my copies of *P.R.* (and I have a complete up to date file), I noticed several articles "running down" our fellow fanciers. I also noted that myself on a couple occasions have "stooped" to this bad practice. So fellows, let's not say anything about anyone if we can't say anything good about them. There are plenty fanciers around that a person can write good things about. Two that pop right up are Guenter Wenzel and Alex Rawson. It seems that some fanciers can't take it if they can't have their way! This reminds me one time I had a crew of men working in Albuquerque, New Mexico. One fellow was always kidding or playing "jokes" on the other members of the crew, but when someone would "kid" him, he just couldn't take it. I told him "if you can't take it, don't dish it out."

Remember fellows—life is too short so don't foul it up by running down your fellow man! Present company included.

Another thing—if you get tired of reading articles by the same fellow every issue, don't blame him, write one or more yourself and send them in. Give the editor enough articles so he can pick & choose and not have to print so many articles by one writer. Keep in mind he has 12 issues each year to put out and can use all the material he gets. For those that don't want to write articles, how about sending in some photos or drawings for publication.

Remember that one of the Pigeon magazines want you to take a half page ad when you want a photo of your favorite bird on the cover of their magazine. They also want over \$1,000 in advertising before they will put out a special breed issue.

Pigeon Review does not require any of these. But Gene should be able to show a good profit from publishing *P.R.* So send in your ads and subscriptions. How many of you would operate your business on a loss or break even basis? I can assure you that Allied Tree Service, owned by "YOURS TRULY" DOES NOT OPERATE UNLESS IT SHOWS A GOOD PROFIT. I recently started a House Leveling Business and when it did not show a big enough profit margin, I took a close look and made changes so it's profit margin is greater.

Let's support *The Pigeon Review*. Thanks Gene, Sam, Mollie and Irene. "We love 'ya baby."

P.S. How many of you saw the pigeon fancy's answer to Kojak at the Louisville Yg. Bird Show?

Can Pigeons "Hear" Their Way Home?

Tanner S. Chrisler and Douglas B. Quine

Julius Caesar used Homing Pigeons to carry messages from the remote corners of Europe to home, in Rome. That was two thousand years ago. Ever since that time, thoughtful people have wondered at these amazing birds, and in the present century, this wonder has manifested itself in some honest scientific study, trying to learn just **how** they do it. What "super-human powers" do the pigeons possess that enable them to take off in unfamiliar territory, make a few circles, and fly home with remarkable speed?

Scientists in Germany, England, Italy, Switzerland and the United States were probing at this question. Then in 1967, Dr. William T. Keeton in the Avian Orientation Research Project, at Cornell University, Ithaca, New York, turned his attention to the question. For many years Cornell had the reputation of having one of the world's leading centers of research in animal behavior—everything from honeybees to monkeys. Keeton was a "natural"—not only because of his boyhood interest as a pigeon fancier, but—because of his broad, multidisciplinary background in many areas of science, besides biology. In addition to this formidable reputation as one of the most popular professors at Cornell and his recognition in the scientific world, Keeton had the ability to get the funds he needed to do the work at hand. This was vital to sustain a program on pigeons that would take many years to show some results.

As most readers already know, birds are basically visual (eye-brained) animals. They use their eyes to find food, to detect danger, and to receive certain mating stimuli. So the research under Keeton's direction started by exploring how the pigeons use their eyes to find the signals for orientation and navigation. The first ten years of his project were involved mostly with visual stimuli, but a few other "powers" entered the picture along the way.

Using pigeons from the established strains of Racing Homers in America, Keeton's team learned that these birds primarily use the sun to navigate. They have some kind of uncanny internal timeclock that tells them where the sun should be in the sky at any moment in the day at home. When they are released at a place where the sun is not where it **should** be, they seem to know how to relate this to where the sun **would** be at home, compare the two, and head toward home.

So much for ideal conditions, on a clear day with sunlight. Gradually, the Cornell people stripped away one visual cue after another. What happens on overcast days? What happens at night? (The researchers did train enough pigeons to home at night to complete that experiment.) What happens when the pigeons are wearing foggy contact lenses, that obscure any image beyond a few yards? They still come home. How? The pigeons can discern the polarity of light in the sky and probably still tell where the sun is, despite the overcast. Perhaps they can tie this with an ability to perceive light in the ultraviolet range and spot the position of the sun—through the clouds.

Later research showed that the pigeons are extremely sensitive to barometric pressure, extraterrestrial gravity (pull of the moon), and the magnetic north pole on earth. Still, it seemed that the explanation of the pigeon's homing ability was incomplete. After each discovery, a thorough attempt was made to strip-away the birds' ability to utilize the previously explored senses, and a significant number could still find home, almost as though they were without any handicap. They must have some other senses. A laboratory in Italy had run some convincing experiments that lead to the conclusion that pigeons use their sense of smell to find home. But, try as they may, the Cornell researchers could not replicate these experiments. This may have been due to the difference in climate or the difference in the birds used, but Cornell finally dropped its olfactory exploration on homing pigeons. This left the sense of hearing, and they rolled up their sleeves. Are you ready?

To understand hearing, it is helpful to know a little about sound. The easiest way to think of sound is like the waves that are formed when you drop a rock in a pond. A big rock makes a high wave with a long distance between the top of one wave and the top of the next. A small rock makes a small wave with less distance between the top of one wave and the next. In sound we call the height of the wave amplitude (or loudness). The length between one peak and the next is called wavelength. This is used also to describe the rate of speed that the waves hit the shore, and it is called frequency (or pitch). In sound, pitch is measured in cycles per second (waves per second). In recent years, cycles per second has been renamed Hertz (Hz) in honor of the German physicist (not the car rental company). So much for the technical jargon.

Most people can hear low-pitched sounds from about 20 or 30 Hz up to high-pitched sounds of about 12,000 Hz, depending on age and other factors. However, at the extreme ends of this spectrum, the sounds must be rather loud to be audible. (For example, the fundamental pitches from a piano range from about 28 Hz to 4186 Hz.) But what about pigeons' hearing? Earlier tests had shown that pigeons

were about as sensitive as humans between 200 Hz and 10,000 Hz. Nobody had investigated the pigeons' ability to hear low-pitched sounds—really low-pitched sounds, below the range of human hearing, which are known as "INFRASOUNDS." Dr. Melvin Kreithen and Marilyn Yodkowski (an undergraduate student) tried the pigeons more than an octave below the range of human hearing—at 10 Hz. The pigeons could hear it—not with high sensitivity—but with much greater ability than humans. They went down another octave—to 5 Hz. Again the pigeons responded. This was a most impressive discovery—especially, as a part of an undergraduate project.

After this, Douglas Quine, (a graduate student of Keeton) began a detailed study of the homing pigeons' hearing ability at extremely low frequencies. He went down to 2.5 Hz—even to 1 Hz—and he found that the pigeons could not only hear these sounds, but they were more than 200 times more sensitive in this range than humans. Quine and Kreithen went down to 0.5 Hz (one cycle every two seconds). Quine eventually went down to 0.05 Hz (one cycle every twenty seconds), and the pigeons could still hear it! It is difficult for humans to believe.

In tests to demonstrate the pigeons' ability to sense a change in pitch, Quine found that—between 1 Hz and 10 Hz—the pigeons could discriminate between very slight differences in pitch, a small fraction of a Hertz apart. Remarkable! This was not just a breakthrough in pigeon research. It was a breakthrough with any kind of animal. Pigeons can hear INFRASOUND—a whole "new" spectrum—far below the threshold of human hearing. And they can not only hear down there, but they can detect very slight differences in pitch down there. This is fantastic!

To understand how the pigeons may use this ability to find their way home, let us consider for a moment the sound of a train whistle. If you are outdoors and a train whistle blows (say 260 Hz, or a wave-length of 4 feet), you can not only hear it, but you can tell what direction it is coming from. Even though this soundwave is rather long, it hits one ear in a slightly different way than it hits the other ear. Your brain interprets this difference and tells you which direction the whistle came from. However, if you hear a very distant thunderstorm, you may not be able to tell where the sound is coming from. This is because the air has filtered out all but the very lowest pitches. These sounds have such long waves that there is no measurable difference between the way the waves strike one ear and the way they strike the other. Sounds of such low pitch are non-directional to humans, because we can not tell the direction of their source. But we have reasons to believe that homing pigeons can—not when they are standing still, but—when they are released to fly home. As you know, they do not usually take off for home right away, they fly out in a wide circle, which they may repeat several times, before setting their course.

For ages people have watched this maneuver and thought to themselves, "The pigeons are getting their bearings." We ask, "What bearings? How?" Perhaps they are LISTENING while they fly around. They may be detecting infrasounds which have traveled tremendous distances, because of their very long wavelengths. What infrasounds? From where?

Let's take some educated guesses about what the origins of these infrasounds might be. Maybe ocean waves hitting the shore, 200 miles away. Maybe thunder in an electrical storm, 500 miles away. Maybe the Rocky Mountains grunting, 2,000 miles away. All of these natural forces are known to science as generators of enormous long wavelength energy, that can be detected by delicate instruments. For example, a volcano in the South Pacific (KraKatoa), generating enormous vibrations in the infrasound range, was detected in America by an infrasound microphone (that's what a seismograph is). It is quite possible that every time the Concorde (a supersonic jet transport) leaves Kennedy Airport on Long Island and breaks through the sound barrier—maybe 400 miles from Cornell—the pigeons can hear the sonic boom, which has infrasound components. If the pigeons were flying in a pre-course circle, getting their bearings, they might be able to tell the direction the boom was coming from. What makes the difference between hearing the infrasound while standing still and hearing it while flying? Something called the Doppler effect. The what? Glad you asked.

Have you ever heard a train go by with the whistle blowing? It sounds like this. "Wheeee-oooh" as it passes. You hear the pitch change. On the approach the pitch is higher. At the instant it passes, the pitch seems to drop. If you were the engineer on the train, you'd hear the same pitch the whole time the whistle was blowing, but to the listener outside the train, the pitch seems to drop noticeably. That is the Doppler effect. As the distance between the source and the listener decreases, the length of the waves is "compressed", and the pitch seems higher. As the distance between the source and the listener increases, the length of the waves is "expanded", and the pitch seems lower.

Now, suppose you were a pigeon, flying in a circle, and the train was outside the circle standing still. You'd get the same Doppler effect. When you were

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flying toward the whistle, the pitch would sound higher. When you were flying away from the whistle, the pitch would seem to drop. Observing the size of the circle that pigeons fly, before heading for home, and the speed of their flight, it is reasonable to believe that the pigeons may be able to tell the directions the infrasounds are coming from. When they are standing still, they can hear the infrasound, but they can't tell where it is coming from. But if they are flying in different directions—toward the source and away from it—they could hear the pitch change, and in this way they could determine the direction it is coming from.

Think about that for a moment. Here is a bird that has a brain that weighs less than one-fourth of an ounce, and it can demonstrate senses of perception that are more sophisticated than those of man—with a brain 200-times that size!

So what does all this new business about infrasound mean in terms of the pigeons' homing ability? It means that they have some constantly available reference points that make a previously unfamiliar release area less strange than one might have assumed—at least, as far as the infrasound environment goes. Take a pigeon from Ithaca, New York, put it in a container with no windows, take it to Georgia, and release it. First, he flies out in a broad circle, and he listens. He may soon discover that he is closer to the Atlantic Ocean than he was at Ithaca, even though he cannot see the ocean or feel the seabreeze. He will also have a different angle on the Rocky Mountains. Without having a verbal understanding of "east" or "west", he may be able to place these familiar sounds in a mental map. He may shape this map with other infrasounds—perhaps the Gulf of Mexico, which is close to Georgia but far from New York. In other words, he may compare the infrasound "picture" of the release site to the one he is used to at home. And using his ability to hear infrasounds and tell which directions they are coming from, he will know to keep the Rocky Mountains on his left, the Atlantic Ocean on his right, and the Gulf of Mexico behind him. So he heads for home, continually comparing the infrasound "picture" along the way to the infrasound "picture" he is familiar with at home. As it gets more and more familiar, he knows he is going in the right direction. When the infrasound "picture" is the same as the one he knows as home, he knows he is near. It could be nighttime. He could be wearing foggy contact lenses. He could have an electromagnet around his neck, knocking out his internal magnetic compass. But give this pigeon access to the infrasound, coursing through the air, and he can navigate without eyesight or compass.

THAT, faithful reader, is the breakthrough—the discovery—the hard-to-believe extra sense—the "secret power" of the homing pigeon! Infrasound sensitivity! Small wonder that, before now, men thought it was some "super-human power"! It is.

Of course, on a clear day, pigeons will use the sun. On cloudy days, they may still be able to use the sun, magnetic north, barometric pressure, and the moon. But as you take away the more easily utilized signals, they seem to have one more means to find home. Take away everything else, and they will fly up and down the invisible waves of infrasound. And they will still find home.

This article is an adaptation of four presentations at the American Pigeon Fanciers' Council, in 1973, 1974, 1977 and 1978, at St. Louis, by W.T. Keeton, M.B. Kreithen and D.B. Quine from Cornell University. These were followed by questions from the audience. Some of these questions that listeners asked are presented here with brief answers.

Q. How many pigeons were they working with at Cornell?

A. About 500 breeders—about 2,000 pigeons of all ages during the testing seasons.

Q. What strains of homing pigeons were used?

A. Practically all of the better-known strains that are flown in America. Although the University's budget to purchase experimental animals was limited, many pigeon fanciers donated breeders to the project. Dr. Keeton made sure that the famous strains of Belgian Racing Pigeons were represented. Gordons, Huyskens, van Riels, and Trentons were some of them.

Q. Do the pigeons "hear" infrasound with their ears or some other organ?

A. Apparently, they detect infrasound with their ears. Pigeons with their ears plugged had reduced sensitivity to infrasounds. Deaf pigeons did not seem to detect infrasounds. We do not know what part of the ear is involved with infrasound detection.

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Letter From Wm. R. Wiese, Jr.

Wm. R. Wiese, Jr.
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Dear Editor,

This letter is in response to an article by Willie English in your March 1980 issue of the *Pigeon Review*, page 20, titled "No Junior Pigeon Fanciers Wanted". The first paragraph of this article carried three errors. 1. We are not an All Variety Club, but as our name implies "Metroplex Fancy Pigeon Club", with some exclusions as stated in our Constitution, a copy of which, have enclosed for your benefit to all the charges. 2. We do want Junior Members in our Club, of which the Junior in the article that won a National Championship is a member. 3. Naturally if we want Junior Members, they surely are allowed in our club.

As Secretary-Treasurer of the Metroplex Fancy Pigeon Club, I would like to set the Record Straight. There was a need for such a club in the area as the other club in the area caters more to the utility breeders. There are some Fancy breeders in it, but there is no serious effort to promote the Fancy Breeds. Metroplex Fancy Pigeon Club was formed in December of 1979, with the first meeting in January of 1980. As of May 4, 1980 we have 50 members, some of which are Junior Members. Mr. English said we were not welcome or allowed. We do allow Junior Members, we just do not have a Junior Class. All members show against one another. In our club the Juniors have just as much say as the Seniors do. We see no need for a Junior Class, as the Juniors are capable of holding their own with Senior members, and it does not allow them some ambitious Parent to show birds in their sons or daughters name. If a Junior is really serious he will compete, right along with the senior members.

As to the implication that we do not want to help the Pigeon Fancy by eliminating Juniors, this is totally false. Every member in the club is bending over backwards, new members, junior members, and new people in the Fancy.

The M.F.P.C. held its first club show on April 13, 1980, and had 92 Birds entered. This is after only three months as an organized club. There were eleven members showing, and this number was down due to extremely bad weather, Heavy Rains with Tornado warnings out in the vicinity. All awards were presented at the show, not three or four weeks later as some clubs do.

I am enclosing a copy of our Constitution and By-Laws for your convenience, so that you can see that this club is on the right track. Incidentally our annual club dues are only \$3.00 per year, easily affordable by any Pigeon Fancier, Junior or Senior, and the benefits are worth hundreds in fellowship and Pleasure.

I Challenge Mr. Willie English to make a public apology to the Metroplex Fancy Pigeon Club in your Publication, the same way he degraded us in your Publication.

★ Breed Notes ★

Hints For Beginners

by Frank German
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I am directing this article at the novice breeder of pigeons but hoping some of the content will be beneficial to the older fanciers as well.

I have been breeding pigeons, off and on, for thirty-five years and feel I am somewhat qualified to put forth my thoughts and ideas on what is best for our birds. My son Dan and I raise Indian Fantails but most of the ideas and information I have to share will apply to all breeds of pigeons. I would like to in the coming months, with the consent of *Pigeon Review*, cover some of the most important facets of the care and treatment of pigeons. I am not a veterinarian nor a professional writer, (as you can tell by now), but I do know about pigeons! What I say in these articles worked well for me. If anyone has better ideas let's hear about them in *Pigeon Review*!

This month I will remark on the importance of water.

To me the one most important item in the raising of healthy pigeons is FRESH, CLEAN WATER. What I mean by fresh clean water is water that is changed at least once a day and kept in clean waterers that are cleaned with hot bleach water at least once a week. When cleaning the waterers don't just swirl the bleach water around but use a hand brush and dish mop to really get it clean!

Small, one or two gallons size, waterers are sufficient for most pens and make for easier cleaning and changing of the water. Covered waterers are an absolute necessity! Open watering pans invite bathing which fouls the water with dirt and droppings which in turn promotes the growth of bacteria and the introduction of a variety of diseases. Keeping the waterers about four inches above the floor level will help keep dirt and feathers from blowing in and soiling the water.

Placing the waterers in the flypen is a good idea but not too practical in cold weather due to the chances of the water freezing. Water heaters are, to me, a must in the winter months but, care must be taken not to let the water get too warm as bacteria will form in warm water quicker than in cold. There are several types of water heaters available from the pigeon supply houses at reasonable cost or you can make your own using a metal can and light bulb arrangement. The fanciers living in the northern climate who have to break ice out of their waterers every winter morning will really appreciate the use of a water heater. It makes taking care of your pigeons less of a chore, plus the convenience of a continuous water supply during freezing weather.

The water is one of the best ways to induce medicine to your flock. Most fanciers, like myself, are not educated in giving injections to their pigeons. Pills are good for individual treatment but for twenty or more birds you can't beat the water method. Putting medication in the water is as simple as reading the directions on the bottle or packet.

Without water a pigeon can only survive for two or three days, and without sufficient water they cannot feed their young. So, remember to keep your water clean, fresh and available for your pigeons at all times! Dirty water, or water left in uncovered pans, will surely lead to sick and diseased birds. The importance of clean fresh water cannot be stressed strongly enough!

Keep your water clean and fresh and your sickness problems will be kept to a minimum! That's it! Good luck to all in 1980. Anyone wishing to comment on this article can write me at the above address.

Bodymark Fantails

by Denny Stapp
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The Bodymark Fantail has never been very popular and this is especially true today in the show pens. I suspect that there are many people who keep a few around for their strikingly beautiful marking but, because of inferior type, never enter them in show. We have seen a recent increased interest in several of the less common colors of fantails. These colors have been the subject of color-crossing in

an effort to improve type while retaining proper coloration. The Grizzle Fantail is a fine example of renewed interest in an old color. The increased quality and quantity seen at the shows today reflect the efforts of conscientious breeders who have used their best Blue Bar Fantails to improve type. While it is mandatory to use Blues or some other color on Grizzles, not so with Bodymarks. A color-cross on a Bodymark is almost always devastating to the marking.

I became interested in the Bodymark several years before I actually owned any. I saw the birds in shows and lofts but was frustrated that there were no acceptable quality ones to be had. Then, in the Spring of 1977, I produced a surprisingly well-marked Bodymark from a Splash cock/Blue hen mating. It's father had won a trophy at the National Young Bird Show in 1976. The mother was produced from a 1975 trophy winner at the same show. Both parents are grandchildren of the famous Mosaic hen #52. This first Bodymark that I raised was Best of it's color, another trophy winner, at the 1977 N.Y.B.S. Since that very fortunate accident I have been raising Bodymarks on purpose. Most of my stock birds are simply splashed birds produced from the Mosaic hen and consequently very high in quality. In 1978 I produced another fine Bodymark which had the same mother as the 1977 Bodymark. At the 1978 N.Y.B.S. I met Michael Smith, the breeder of the Best white fantail of that show. Michael made me a present of a fair type but superbly marked Bodymark hen. This hen proved to be a real asset in the 1979 breeding season and I am optimistic about this year too. At the winter meet of the Great Lakes Fantail Club, Tom Miller let me have a well-marked cock. These are the birds that make up my four pair of Bodymark breeders for the 1980 season.

Tom Miller has some very nice Bodymarks but is running into the same problem as I and possibly everyone else is. It's tough trying to retain good marking while striving for an acceptable level of show quality. I realize that we are having this problem because of crosses with splashed or solid colored birds, but the alternative is to breed them with the emphasis on marking which will mean very slow improvements on show type. If a particular color or marking of fantail is ever to enjoy the least bit of popularity it must be pleasant to look at in the shows but primarily in the loft where we see the birds every day. It is quite logical to sacrifice a little in the marking to gain a substantial increase in type. As the type improves I feel certain that more people will be attracted to the Bodymark Fantail.

Tom Miller and myself should have some impressive Bodymarks to show this season. They may or may not be perfectly marked specimens but I can assure you that they will be of sufficient quality to compare with any other uncommon color or marking. The perfect marking is usually a hit or miss thing anyway. The best approach to the ultimate Bodymark Fantail is to utilize only top quality type birds but keep an ever-watchful eye on the markings.

Bodymarks could possibly be the most difficult fantails to breed to show quality. I, and other Bodymark breeders, welcome anyone willing to give them a try. There aren't many good quality birds around but I'm sure you can get started by reviewing show reports and fantail club membership lists and contacting the Bodymark breeders. Perhaps with more people backing the Bodymark our road to showroom success will be straighter and shorter.

National English Trumpeter

Virgil Hinesley

This is my third attempt at trying to write this month's column. The reason for my having so much difficulty is that I have so much to write about.

First of all, I received the CETC Bulletin (March) today and I was pleased and displeased with the contents of the Bulletin. The NETC shouldn't be called the Southern English Trumpeter Club. The National English Trumpeter Club had a meet at Dayton, Ohio and Hershey, Pennsylvania. These two meets were certainly not in the South. Also, when I wrote my first monthly article I stated we had members from coast to coast and now as far North as Canada. The National English Trumpeter Club was formed as a National Club and as far as I am concerned will be the leader in promoting the English Trumpeter on a National level. I'm not knocking the ETCA. However, for the last three years the ETCA combined it's one and only yearly show with the CETC. I might remind you CETC members that the CETC was formed in 1976 to promote the English Trumpeter on a National level, so, certainly, there was some feelings that the ETCA wasn't holding the 1978 Annual Meeting. Half of the CETC Membership wasn't present and the CETC decided right then and there that there would be no sectional meets in 1979. This broke all the rules and reasons for the CETC. First, of all there was no vote by mail as to where the Annual would be held in '79. Also, the majority of the club was looking forward to the sectionals. Also, a bid was put in by a member to have our Annual at Kansas City

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and the officers present knew this. However, not one word was said about Kansas City.

The NETC has no designated Annual, but will sponsor a meet whenever one club member will represent the club. Also, the NETC, affiliated itself with the NPA right off from the start to have the English Trumpeter represented at the National. Also, the NETC should be hosting a meet with the National Young Bird Show.

Now for the good part of the CETC Bulletin, I wrote an article and it was published. Now, I'd like to share the article in this column.

Will there be two small English Trumpeter Shows in the South this year?

Yes, there will be two small E.T. Shows in the South this year, and possibly the same weekend if the E.T. breeders don't wake up.

Talk about common interest and unity, there's no such thing if this happens now is there?

It is time to reunite the E.T. Fancy and quit this back stabbing that's been going on. Sure we have had and do have our differences. I was disturbed and dissatisfied with the Annual CETC Meeting in 1978, and I aired my opinions. However, so did the CETC Bulletin Editor air his which gave another viewpoint entirely. Again, however, we still remain friends, and this should be the goal of all E.T. Fanciers to remain friends. If we remain friends the E.T. Fancy will remain friendly and united. So let's mend the tear in the paper before the paper becomes two separate pieces and work together in 1980. There is no reason why the CETC, ETCA and the NETC cannot combine their efforts when they overlap each other. It will be hard for me to decide which southern meet to go to if they are both on the same weekend.

I have responsibilities as a NETC officer, and on the other hand I'll have more competition in my particular color class at the CETC Meet. A decision like that could make a body stay at home. However, I do not intend to stay at home so guys let's get together and try to work something out.

Also this month I have several issues concerning English Trumpeters that I would like to relay to the fancy at large. I hope several of you fanciers will respond to my questions. I will be glad to share anyone's view points.

The first couple of questions deal with banding and band numbers. Should the English Trumpeter fancy get together and agree on an uninformed banding system to be enforced at all English Trumpeter Shows? I band on the right leg with the band numbers right side up. However, it has been suggested that we band on the right leg with the band numbers upside down. If we band this way the numbers will be easier to read at shows. I would be willing to band this way. How about you left handed English Trumpeter Fanciers?

The other question concerning bands is the practice of buying bands from different resources which leads to several young English Trumpeters having the same band numbers. Should the English Trumpeter Clubs band with one series of numbers?

The Western American English Trumpeter Club buys their own series of bands which is fine. However, if the Midwest Fanciers buy bands from the WAETC we do not receive our bands until March or April.

Another issue concerning the showing of English Trumpeters is the controversy of buying high priced birds and showing them. Should the E.T. Fancy make it a rule that the birds shown at our shows in the future be raised by the fancier showing? I think if a bird is worth showing regardless of who raises it that the bird should be showed. What are your opinions?

This brings up the issue that is causing some concern about the prices of good breeding stock. Is this high pricing unfair? Some fanciers suggest that high pricing of our birds hurts the fancy. In my opinion I do not believe that the birds are being priced too high. Have you priced a good Show horse, dog or cat here lately?

It takes a lot of hard work and patience to produce top quality English Trumpeters and if you consider or compare the prices of our fancy English Trumpeters to that of Racing Homers, paying \$300.00 for an English Trumpeter is nothing. I haven't paid \$300.00 for a English Trumpeter, yet. I have paid a \$100.00 and a \$150.00 dollars a pair for birds in the last couple of years and consider the birds well worth the money. Also, I have paid \$35.00 for good breeding stock. Does anybody wish to throw their kindling into the fire? Bill Baker believes that some fanciers are not getting what they pay for. However, Bill also told me by letter that he has always gotten his money's worth when buying English Trumpeters.

Now there are some things concerning the standard that bothers me. If you look at the standard side view drawing of the English Trumpeter you can see no back showing above the wing flights. However, I have noticed on the better bodied birds where the wings blend into the body that the back does show above the wing flights. Can anybody set me straight as to which is right?

Also, the Pigeon Breeders notebook states that there are no less than six kinds of whites that mask out colors. Also, orange eyes are allowed even though not desired in our whites. Then why is it a disqualification to show a stained beak bird in the white class?

Also, under the baldmark description it states that the tail feathers should be either white or colored but not both. Does this mean it's a disqualification to show a bald with both colored and white tailfeathers?

Also, do you think that we should adopt into our standard for our beloved breeds? I hope a bunch of you will take the time to discuss these issues. Until next month the best of luck

White Rose Pigeon Assn. News

Earl Sheaffer, Sr.
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Akron, PA. 17501

The White Rose Pigeon Assn. held its March meeting at the home of Mr. & Mrs. Marvin Angle. Discussion was held on the purchase of some fine trophies and much needed revision of its Constitution & By-Laws.

As for its show dates, they have been set. The White Rose Pigeon Assn., an all breeds club, is making an outstanding come back into the pigeon hobby and again hopes to hold the biggest and best all breed shows in the East. We now hold our shows in a beautiful heated and air conditioned building, the 4-H center in Bair, PA.

The WRPA's summer show shall be held July 20, 1980, entry fee shall be \$5.00 for first 4 birds and \$5.50 for each bird there after, this fee shall also include your meal ticket. We shall be hosting the Eastern Chinese Owl Club. Also there will be a raffle of fine gifts and pigeon supplies.

The winter show will be held Nov. 1 & 2, 1980 at the same place, entry fee will remain at a \$1.00 per bird. At this time we will be hosting the 1st District of the American King Club. Other specialty clubs interested in holding a district or annual meet with the WRPA contact our Show Sec., John Goretyke, 2020 Maritta Ave., Lanc., PA. 17603, or call 1-717-397-6720 for add information.

If you are interested in joining a fine progressive club, send your \$5.00 dues for seniors, \$2.50 for juniors under 16, or \$7.50 for husband and wife dues to John Goretyke at his address listed.

CHINESE OWLS Introduction to Genetics

by John A. Farese

"... and the elements (were) so mixed in him that Nature might stand up and say to all the world, This was a man!" Thus does Shakespeare conclude his play, Julius Caesar, with Marc Anthony's expression of admiration for the dead Brutus.

As far as Marc Anthony was concerned, he was saying that, in terms of pigeon language, Brutus had reached the Standard.

The words of his speech that are of particular interest to us in our study of genetics are the elements. This play was written in the sixteen hundreds in England. It was not until over two hundred years later that an Austrian monk, Gregor Mendel, was to state rules about these "elements" that would transform our entire approach to the questions of how do things inherit certain elements from their parents.

By experimenting with garden peas, he came up with the following rules:

1. The Law of independence: All traits are represented by separate genes in the germ cell of the creature and they are inherited independently.
2. The Law of segregation: All traits exist in pairs and when the germ cell for the new creature is formed, it receives only one of the pair.
3. The Law of dominance: Each trait is represented by two of the factors. If they differ, the one that shows is dominant, and the unseen one is recessive. In cross bred combinations the characters show in varying combinations in definite proportions of the total number of offspring.

The scientific world was just ready, technologically and intellectually, to look for and develop a measurable approach to reality. In fact we are now chemically measuring love. We want to know what love is, a chemical (phenylethylamine). In measurable terms of so much of such and such, we want to know it.

The truth is that we need both science (measurable) and art (emotional) in our approach to know something. But, we change periodically from an emphasis on one to an emphasis on the other, in much the same way as we change our styles in government, music, medicine, etc. It is a rhythm inherent in the ever present

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pressures for change that Nature exerts.

Mendel's findings were at the right place at the right time. But unfortunately, Mendel had already departed from this world before we were ready. So, about 1900, when scientists were looking for discreet measurable bases in their research into the "elements" of things, they "discovered" Mendel's writings of some 50 years prior. The word "gene" was first used in 1911 by Wilhelm Johannsen a Danish scientist. Man's desire to analyse and to create continues to drive us. In the last twenty years 22 Noble Prizes have been awarded for work in genetics, indicating the attention this area of knowledge is getting by our greatest minds. This desire to know is man's strongest ability in the world of survival. Because of it, we can find more new solutions to problems than any other of the earth's creatures.

Which brings us to the importance of genetics in the world of pigeons. Throughout pigeondom we find fanciers seeking to improve and to change their pigeons' characteristics. They strive to make them heavier, to have them home faster, to raise more offspring per unit of time, to be different color, to stand differently, to have feathers grow shorter, in reverse, curled, longer, to roll down from the skies, to roll along the floor, and on and on throughout so many variations limitable only by our imaginations and nature's laws.

Of course, the first step in altering the pigeon is to find out what are the factors, (elements, or genes) that go into its formation. From there we hope to be able to put them back together (maybe even adding or subtracting some) in a way that gets us closer to our goals.

Our job is not as simple as Mendel's laws would have it seem. So much has been learned about factors that exist and are responsible for conditions outside of Mendel's findings and also for exceptions to his rules. As someone said, "Either Mendel only reported on the experiments that worked, or he had luck equivalent to breaking the bank at Monte Carlo."

In this introduction I had a three fold aim: 1) To share with you the feeling that the use of "genetics" is not too complicated and sophisticated an approach for us to use. We use it all the time when we say "He looks just like his father (or mother)", or better yet, he "has his father's eyes and his mother's nose." We are indicating that these features can be passed on and sometimes individually or separately. Other times we'll say "It's uncanny how she takes after neither parent, but, is just like her grandfather." Here we show that somehow that trait did not show in the parents, but was still able to be passed on by them. These common and basic observations show that even in the course of everyday life, people are aware of a) The transmission of traits, b) the independent transmission of traits (eyes and nose), c) the ability of a trait to be carried recessively (without showing), and passed on to someone who carries it dominantly (show it). And there we have the basis for a complete genetic approach. Now the symbols or the rules are just ways to simplify and save time in expressing what we're already expressed in everyday language. A computer makes it even simpler and faster to express.

2) To realize that we need only accept the findings of geneticists for what they are. They are the findings of explorers in a very complicated field. And, there exist today equally as good explorers in all areas of human endeavor who do not use genetics to explain their findings. There are very few hard and fast rules and there is space for everyone with the time and desire to experiment, learn more, and let us know what they have found or.

3) To say "thank you" to people who have carried on for five, ten, fifty years of experimenting and trying to learn more so that we could enjoy an "improved" pigeon. Unless you've tried it, you cannot imagine the time, space, ridicule, and confusion that must be endured to make even basic progress in only one trait like head shape, feather color, feather markings, beak color, etc.

With this background we should be better able to follow along more intelligently when we read an article or hear an explanation involving genetics. The term itself should no longer give us negative vibes.

P.S.

Subsequent to the writing of the above article, news was published that a human genetic experiment is being conducted in California, by a Dr. Robert Graham. Sperm donors have been recruited from among Noble Prize winners and is being used to artificially inseminate women volunteers whose intelligence is measured as being higher than 98 per cent of the population. Here is a perfect example of the use of the very earliest genetic rule of "best to best". Will they produce geniuses, as desired, or, will they learn, as we have, that "best to best" doesn't always produce the best? That will be seen as the experiment proceeds. They are dealing with the scientific estimate of 100,000 genes in a human cell.

And a modern Shakespeare may very well be writing in the future, "And the elements were so mixed in him that Dr. Graham could truly say, 'here is a man.'"

Helmet Happenings

by Dennis Bray

The *Pigeon Review* has given the Helmet breeders and exhibitor their own column to help keep us informed of current events in the A.H.A. club and helmet activities in this country.

I, Dennis Bray will be writing this column every month and would appreciate hearing from all of you Helmet breeders. Send me any show dates in your area, how much interest the helmets have in your area, or if you should have some surplus breeding stock we can move into an area of need of good breeding stock. The helmet has lost some of its popularity because of the lack of interest in communication across the states. This column will be a real boost for the A.H.A. Club and the helmet breed.

For those of you who don't know me, I have been breeding and showing helmets since 1960. Twenty years ago I got my first pair of medium face helmets from Vic Eshpeter in Tacoma, Washington, mixing them with a pair or two from Myron Berger, and Len Eklund in the next few years. My biggest reward in raising the medium face helmet came in 1978 at the San Diego, California National, winning Champion Helmet and Best Young Helmet. I work with the blues, silvers, reds, and yellows, all medium face, nothing else.

With the price of pigeon feed getting higher every year, I work with one breed, and only four colors that work together well, such as the reds, yellows, blues and silvers.

To get into the winning circle is sometimes a lucky breeding season. To stay in the winnings you must know your breeds blood line well, plus each birds breeding background. This you know from your breeding records. All this takes time — that's why I suggest keeping only one breed. Some breeders can have several breeds and do well in them all. But most of us aren't that good to know how to breed a champion in every breed we keep.

The following are a few examples why you should decide which breed you are going to work with and become a champion in that breed. One year your helmets don't do to good but your fantails do well. So you spend some money and buy more fantails to work into your own fantails. Money spent on the fantails plus air shipping amounts to a large bill. But still you are happy with the fantails. You cull a few more helmets to make more room for the new fantails. You start getting more attention? — right, the fantails and the helmets take the back seat. The following year the fantails get mated up first followed by the helmets. Elsewhere, the competitive helmet breeder has his birds all mated up before you and has several banded already. This breeder will have more to select from for the first show, plus, his young birds are more mature.

Another bad fault of breeding two or more breeds is waiting for that number one pair of eggs to hatch. A week later you go to band them with a A.H.A. band and notice the young aren't 100% helmet. The other breed got to your helmet hen and bred her. MORE LOST TIME! Then too, some breeds don't get along well with each other. You have nothing but fighting in the loft — birds can't eat or drink and the nest gets broken up. The young go to leave the nest and get scalped resulting in the crest never developing right because of the scar tissue on its head.

For those of you who can't understand why your helmets can never win a show, maybe now you know why they can't.

The Breeding of White Pigeons

by W.G. English
Texas

White is not a color at all but rather the combination of all colors in the spectrum or in the case of the albino which is the lack of all pigment.

If two white pigeons, pure albinos with pink eyes, are mated you will get all white youngsters.

There is both a dominant white and a recessive white. As stated white is a combination of all colors and it is white only because of this color. Color is merely the manner in which light is reflected from an object, this reflection being caused by the manner in which the color granules are located on the surface and the types of granules present. In white we have all colors combined so that when light strikes the surface none of it can be absorbed by the feather and is thus bounced back. Self white pigeons with pearl eyes, do carry a grizzle factor.

Two bull eyed self white birds mated together produce only white bull eyed youngsters. If you produce color out of them, you better look over closely as they will have a colored feather some where, if it is a black feather, then you should consider this bird black or red if it has a red feather.

The Galician Highflier

by John Schwanof
Ronkenkoma, N.Y.

This breed of pigeons is unique in color. There are only two other breeds of birds that has this color. It's the Demogins and the Ice pigeon. The color of the Galician has a very light blue, almost white head, neck and shoulders. The body and wings are white, the tail blue with a black bar. The height is 9 to 10 inches tall, measured from the ball of the foot to the top of skull and about 9 inches long measured from the highest point of the breast to the tip of the tail. They are slim and sleek, built for flying. They can fly great heights, over 8,000 feet high, if trained properly as youngsters. They are not an endurance flier. Their length of flight is usually one half hour to one hour flying time. They fly in continuous circles up high, and keep within a radius of 3,000 feet. I have my birds trained, they fly as soon as I let them out. A few sharp whistles and a pole and rag tied to it is all I need to make them fly. When the birds are flying I keep the pole and rag in a bracket on the loft, when I want the birds to land I take the pole and rag down and the birds land. I whistle softly so as to get the birds in the loft, I feed and water them after each flight. When the birds are up real high I lay down on a chaise lounge and watch them with a pair of binoculars, sometimes I lose sight of them through the binoculars. I used to have flying flights up to 1975, I sold all my flying flight and just have the Galician Highfliers as my flying breed. I also have Domestic Show Flights which I don't fly. I keep these two breeds of birds in separate lofts. The Galician Highflier is not an acrobat or an endurance flier, it's strictly a highflier. They are pretty smart, alert, and vigorous. They are excellent parents, but they are not too tame inside the loft, when you go into the loft they fly out as soon as you leave they go back on their eggs and youngsters. When they are on the outside they are much tamer, you can feed them out of your hand. They are quick to obey your command.

The Galizier Silver Magpie (Translation from the German Standard)

Origin:	Around 1860, out of Poland, around Krakau and eventually introduced into Galizien. It is said the variety is from a crossing of Copenhagen Magpies and C.L. Ice Pigeons.
General Appearance:	The Galizier Silver Magpie is of medium height, slim built with an upright appearance. Pitch black beak and plum-blue eye ceres. (There is also a pearl colored variety with light beak but is not well thought of)
Race Characteristics:	Head—Long without corners or any squareness, the back head nicely rounded without any flatness; forehead flat and well filled out, forming a straight line with the beak. Eyes—Pure pearl color without red veins, a possibly small pupil; cere narrow and dark grey to plum blue. Beak—About 25 mm long with a soft wattle, which does not project into the profile line of beak and head. Neck—Long and thin, without any gullet or dewlap showing; and blending into the breast. Breast—Not too wide, nicely rounded, carried high. Back—Narrow, sloping downward. Tail—Narrow, not too long, not fan shaped. Legs—A good medium length, no feathers on toes or legs. Feathering—Smooth and tight.
Color Kinds:	Only Silver-blue.
Bad Faults:	Too deep a stance; not a straight head line; thick neck or gullet. Red in iris; too dark a body color; off colored or rust in tail. Rough (or prickly) appearing neck feathers. Any hint of a bar design showing.

Indianapolis Pigeon Club

by Denny Stapp

Sometime in November I submitted an article to the *A.P.J.* and now, the last

of February, it still has not appeared in the magazine. Three other articles that I wrote and sent in to the *A.P.J.* have not yet been printed either. I am the publicity director of the Great Lakes Fantail Club and would like to see my work used so the club members will know I'm doing my job.

The article that I am the most concerned about has to do with a proposed all-breed pigeon club in Indianapolis. I am quite anxious to start contacting potential members but want to wait until my article appears in print before I proceed.

There is a club serving an area North East of Indianapolis. This is the Indiana Pigeon Club. They have a few members in town but these people have a long way to drive for a meeting.

I propose to establish an all-breed pigeon club which will conveniently serve those fanciers residing in and around Indianapolis. Such a club would promote the pigeon hobby in this area by way of a regular meeting place, public advertising and contact with youth groups such as 4-H and scouts. An increased interest in pigeons in the Indianapolis area will benefit the Indiana Pigeon Club and the fancy as a whole. The new members attracted to the Indianapolis Club will want to show their birds and they can do so at the November show sponsored by the Indiana Pigeon Club.

By starting this new club I intend to provide a place where pigeon fanciers can assemble periodically to exchange ideas, birds and fellowship. I also hope to attract new fanciers to our hobby by advertising our meeting place and by making the youth groups aware of the fascinating world of pigeons. I plan to become the merit badge counselor of pigeon raising for the Boy Scouts. And I believe raising pigeons fits into the 4-H theme.

I really want this new club to be successful. If you are interested in joining or offering ideas write to me at 114 N. Sheffield Ave., Indianapolis, Ind. 46222. I hope to hold the first meeting in June.

There is nothing much happening with my fantails at this time. They, like all of us, are anxiously awaiting Spring. I might offer a bit of advice which would apply to any breed. If you give the birds free access to nesting material, they might build their nests too high and in such a manner that the eggs can easily roll out. I check my nests every day and use my hand to deepen any nest that doesn't look like it would hold eggs safely. I don't like to with hold the nesting material because the birds really seem to enjoy picking at it when I give them a couple of handfuls every so often. I think this method may be better than having the material in front of the birds all the time. But do watch the nests and give the birds a helping hand when they need it.

I hope I will be hearing from those interested in the Indianapolis Pigeon Club.

Rare Breed Topics

Michael Lerp

The Rare Breeds Pigeon Club has now established itself as the rallying point for rare breed fanciers in North America. It's meet at the National was a qualified success and during the club elections almost every member cast a ballot.

Three hundred and forty nine rare pigeons shown at Hershey. All judging was done by the European method and among those doing the judging were Jim Moyer, John Ervin, Bill Wood and Elworth Kistler. Chamon Rare Pigeon was a Coburg Lark owned by C. A. Smith of Cumberland, MD.

William Wood had been elected to the office of R.B.P.C. President. Dr. John Ervin has been elected Secretary-Treasurer as well as R.B.P.C. Bulletin Editor. Sectional Vice Presidents have also been elected and they are: Hansen (Northwest), Davidson (Western), St. Clair (Central), Young (Southwest) and Lerp (Northeast).

I have been elected Publicity Director for the R.B.P.C. and henceforth I'll be editing the club's column. Owing to this reason this column will be suspended because I think two general rare breed oriented columns are too many for one magazine (and one person).

Thanks to Arthur Thompson of Laurel, DE, I've added a couple of Laughters to my loft. Although this breed of pigeon is officially known as the Thailand Laughter, I hesitate to call them that because Thailand (or Siam) may not have been their country of origin.

Don't get me wrong, because Laughters do have a place in the history of pigeon keeping in Thailand. The first Laughters imported into this country in 1957 "came from Bangkok, as did the first Laughters imported in England" (1887), and until the present political regime, Laughters were readily available in the market places of Thailand. However, Laughters have a significant meaning to followers of the Moslem religion and there are indications that Thai Muslims brought these pigeons home with them on their return to Thailand after pilgrimages to Mecca. This leads me to believe that Laughters originated to Saudi Arabia or thereabouts, maybe in Jerusalem. But, no matter where they originated, these pigeons do

possess a wonderfully unique cooing ability.

(The Laugher is not to be confused with the Arabian Trumpeter that also originated in that section of the world. The Arabian is a larger pigeon and although it also laughs, it does not laugh like the Laugher.)

I know of no Laugher standard, but ideally these birds should be judged by their vocal quality first and then by their overall qualities. Getting these birds to vocalize in a show cage would require training (similar to getting a Pouter to blow when being judged) and the cock birds would have a definite advantage over the hens who aren't as vocal as their male counterparts.

Early Laugher fanciers included Wendell Levi, Frank Hollmann and Norman High. White selfs seem to be the prevalent color, although black mottles and black selfs can be found from time to time.

These pigeons have never gained a large following in the U.S. Because of this lack of standard and the lack of competition, many fanciers consider the Laugher nothing more than a novelty, but I'm hoping that will change some day.

*Imported by Dr. J. Prichardt.

Is There Ample Interest To Form A Club For Voorburg Shield Croppers

by W.G. English
Texas

These past several years, a few attempts have been made to start up a club for this new breed to America. The project has never "got off the ground." Several times I've read about a fellow named Jolly in Calif. trying to get one started. How can this man start anything? I wrote him about joining his new club. He did not have the courtesy to reply to my letter. Someone told me I would get better response from him if I just called him on the phone, as he was not very reliable about answering by mail. Why should I waste a phone call? If he can't answer his mail, how in the Hell can he start or activate the Shield Cropper Club?

If you dedicated Voorburg breeders want a active club for your breed, contact Willie English, P.O. Box 1942, Jacksonville, Tex. 75766, and I will keep the P.R. readers posted as to the response I receive. We must have at least 10 people to show interest in the club to get it started. Let's hear from you Voorburg breeders.

Questions about Voorburg Croppers

by Willie English
Texas

I have not had this breed for a long period of time, but have run into one problem. I've had to kill a few youngsters in the nest as their legs stretched out behind them. It was not due to faulty nesting material; as one youngster would have normal leg action and its nestmate would have the leg problems.

This has only happened with the Voorburgs. Have not had this problem with my other breeds in the same loft.

Is it a vitamin problem? Is it because they are a long legged pigeon and need alot more nesting material than the other breeds. I have one pair that built their first nest on the floor and they hatched out one youngster and his legs are OK.

Is there anyone out there in Voorburg land that are working with the bars exclusive in Voorburgs? I would like to hear from you. I have mealy (Red) Bar and Blue & Silver Bars. (Forc' Strain.)

Who can tell me how to produce a white bar Voorburg?

I have one nice Red Cock that has black spots in his red color. At present I have him mated to a red hen, but it looks like she is not going to lay.

A Rare Beauty — The Saxon Spot

by Frank Krumwiede
Route 5, Box 62-1
Berryville, Arkansas 72616

Yes, the Saxon Spot, one of the German toy, is truly a rare beauty - an all pure, glistening white pigeon with a colored spot and colored tail. The colors are mostly black, red, yellow, and blue. They are bred with and without crest. The crested are really something. They also come with large muffs and clean legs. They are a timid bird, good breeders and feeders. It is said they at one time were a field pigeon, able to survive without care in France and Europe. It is not known for sure where it had its origin but some are quite sure the muffed ones were developed in Germany as the Germans bred for muffs. The blacks and blues upper beak is dark. The red and yellow are lighter or horn colored. The eyes are bull. The weight is about 14 oz. The muffed slightly more. The clean legged is hard feathering white, the muffed is softer. It is quite rare in the States, but a few are bred here and there.

Try The Barb

by Rocky Williams

It is possible that the Barb was the very first pigeon breed mentioned in English Literature. It is also one of the oldest pigeon breeds known. The Barb was well recognized in the early 1600's. Some people came to believe that the Barb came from the upper part of Africa, but still others believed it may have come from India. There is still one other from which the Barb might have came, and that is one of the Persian Countries.

The Barb is a pretty bird, but it is also an ugly bird at the same time. To me the Barbs appearance is somewhat like a Vienna short faced tumbler and a English Carrier. The Barb has the body shape of a Vienna Tumbler, but the cere and wattle of an English Carrier. They look heavier than they really are. The Barb's colors are Black, Dun, Red, Yellow, White, and Blue, but the colors are all selfs.

Many people believe you need foster parents, but this is not so all the time. Birds that are one, two, or three years old do not have any trouble feeding young, but as the birds wattle gets larger it may or may not be a good idea to use foster parents. Each breeder should do what works best for them. The Barb is a very good breeder and a good parent. It stands up good to most diseases, and does well in hot or cold weather. So if you are looking for a different breed to work with, why not give the Barb a chance.



1978 Yellow Hen, R. Williams.



1979 Black Cock,
R. Williams.

Pouters on Parade

by Guenter Wenzel

Information and thoughts of the Spanish Pouters (Kroepfer) The Marchenero — and Jerezano. There are several more groups of Spanish Pouters and all are believed to be related to the Marchenero in one way or other. In this group the Marchenero being the oldest of the two, already some 200 years ago mention was made of him in Spanish pigeon literature and went by its old Spanish name, Colitejo. The Jerezano is the newer and that of the last 50 years. The first Jerezano found its way to Germany in 1974 through the efforts of Karl Krombach from Homburg/Saar., the photos shown feature both the Marchano & Jerezano shows the difference between the two breeds very clearly. Photos are all by Martin Lindner of Koeln W/Germany. Mr. Lindner is also the proud owner and promoter of both of these breeds in Germany. These photos and sketches he had appear in the German Gefluegel Boerse No. 19, 1978.

He makes mention of Sketch and says that our sports friend Heinz Kaupschaefer would call this a flying question mark!

Picture No. 1, 2, and 3 are all one and the same Marchenero Cock. No. 1 he shows a very typical pose of a good Marchenero, No. 2 again another pose, and in No. 3 showing him in great action and displaying the typical ruffling up of the lower underback feathers, a most typical feature of the Marchenero.

Also note the inward bent down tail as in Sketch, serving the bird as a perashoot and with high held wings he is coming in to land his jet-air-craft, using the tail in this fashion for his brakes in making a sure and safe landing.

For many years now they have been known as the Spanish Thief Pouters and mainly so for their thieving for which they were used for in ancient times. This breed found some mentioning in many old books, but most generally only on the very edge of any pigeon literature was little space allowed for these Spanish Pouters. 1969 E. Zurth in his book *Die Welt Der Tauben* did some writing on all the Spanish varieties, but all of these past writings always still left many open spaces on this breed to be filled in. *Das Handbuch Der Taubenrassen* (hand book of pigeon breeds) by Joachim Schuette filled in those empty spaces of the Spanish Pouters.

Mr. Lindner imported Spanish Pouters from Spain while there on a visit. Also he made a visit to Portugal which once upon a time flourished with Spanish Pouters he found only one breeder to have still a pure stud of these birds and was fortunate enough to import a few more good pairs of Marchenero's. Back in the days when these type of pouters were still used for the thriving sport, you might picture that a small neighborhood had many lofts in a rather small area housing these type of birds, where one fancier might turn a hen loose from his loft to bring a strange cock home, or cocks were released to bring home hens from other lofts. These strange birds were then caught in the loft and sold back to the owner at a price.

Today this very same sport is stronger than ever, in Spain as well in Portugal and the point that must be stressed here is, that for years now these Spanish Pouters have not been used for this sport at all what so ever!

The breed that is being used is that of a more sporting pigeon, much in type of a Homer with the best speed and flying ability.

Yet in most all pigeon literature we find the Spanish Breeds of Pouters and their main known attraction for their thieving, even in writings of late. This thieving of the Spanish Pouters is not a true fact. A standard was ones laid out for the Spanish Pouters around 1926 in Portugal as well in Spain and this standard has not been changed.

But any of these Spanish Breeds if to be found pure and of Old Origin and type quality are to be found in Spain itself, as for many years now the newer modern sports-thief-pigeon has forced the Spanish Pouters back to a near extinction. The few that are bred and kept from extinction are for personal flying pleasures and exhibition in the show-room. Portugal nor Spain had no longer use of their old and slower flying pouter and its short distance ability to fly, after creating their new sporting thief pigeon, the Spanish Pouters were nearly forgotten.

You will note that both, when in action are good blowers. The main difference between the Marchenero and Jerezano is, that the Marchenero has the bowed back with tail held down and inward, with the lower back feathers (rump) ruffled up. The Jerezano on the other hand has a straight back, and flat tail (normal) such as in a Racing Homer.

Picture #4, shows a Jerezano Cock in a relaxed position with crop hanging down.

Picture #5, shows a Jerezano Hen blue import from Spain.

Picture #6, shows a well blowing Jerezano hen a blue/splash.

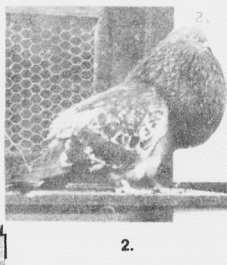
Picture #7, shows a very typical Marchenero hen, in a fine pose, also note the ruffled rump feathers and bowed back.

Pictures #8 & #9 are two young leaving the nest. Notice already the difference in type- No. 8 is the Jerezano and bird on right No. 9 is the Marchenero already at such a young age displaying the turned down tail and slightly inward, and the bowed up back with the ruffling of the rump feathers.

In the newest Portuguese pigeon books of 1976 there is no more mention made of these Spanish Breeds of Pouters whatsoever. Also in the latest Spanish Literature only very few lines are given as to the Spanish Pouters. So all the research and old and new history of these old Pouter Breeds made by Martin Lindner, has provoked him to take on this breed, which he found fascinating and worried of their extinction. They have not been used for the sport of thieving for many years and may never serve any use for this type sport again, but one thing we may all be sure of, is that under the wings of Mr. Lindner and his strong promotion, the Spanish Pouters will flourish in the show-halls of Europe Germany!!



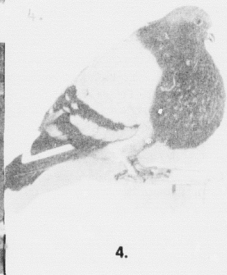
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AFRICAN OWL COLUMN

Claus Twisselmann

While I am writing this column it is the later part of April and daylight savings-time is just around the corner. This will give us pigeon fanciers more time in the pigeon loft. I am really looking forward to it. At this time everything looks good in my loft as I have over fifty Owls banded, quite a few of those are silvers. Some of those whites are starting to look mighty fine, too. I even have one nice little white hen with a creambar shieldmark. Next year I will be concentrating on creambars, as all the groundwork for this difficult color is being laid now. There are some promising young mealybars split to dilute in the nest now, which should produce the rare creambars. It sure is a lovely color to look at. To my surprise I was able to produce my first real yellow grizzle. She is a honey and should open up a whole new field in that color. A.J. Stratton bred one of the finest grizzlies I have ever seen, and it was a red grizzle. He is about as close to the standard as any African Owl can ever be. Hope he can reproduce him. Ed Crimmins is really high on those grizzlies, too. From what I hear, he might come up with some quality birds in that color this year. He has some terrific foundation stock to work with. Couple of weeks ago, Ed and his family was here in Delaware for a weekend visit. We had a real nice time. Ed's wife is expecting their second child.

Wayne Diviney is now finally moving to Utah. He has broken up all his holdings and will be moving May 18th. He loves the dry climate and hopes to raise better Owls where it is dry. He did not raise too many youngsters this year, but if he gets set up in time, he should still have a chance to raise some more.

A.J. Stratton has had some difficulty in raising young this year, due to the constant cold spells they were having down in Texas, but from what I hear he is coming along now. He always manages to come up each year with a few good ones.

Some of the fellows here on the East Coast that I have talked to are coming along slow, but they are starting to hatch some young now.

Looks like the African Owl Club is struggling to stay alive. The last report I have, there were only 33 paid up members for this year. That's less than half. Mr. Meyer and Mr. Berger are now making concessions to keep the Club going, and are no longer refusing my dues and those of my son all on their own. The Club members were never notified or had a say so in their decision on dropping me from the Clubs roster. We even got a ballot to do our voting.

I have been trying to get in contact with Brian Wallington, but had no success this far. He must be still in Florida taking his family on vacation at Disney World. This man has a brilliant mind and is supposed to contribute several articles to our up-coming Owl Special.

Speaking of the Owl Special, it is coming along fine and should be a good one. Have not heard anything from the California boys. WHY??

Well, that's all for now. Till next month, Claus

Frontal

In my opinion the frontal - so called one point can be the most important - is an African Owl's most important property, and the one which perhaps should carry the most weight in the show pen. A good or bad frontal can make all the difference between a bird being a Harrogate winner or unable to get home in a selling class.

But while I say this, let it be understood that too much stress can be laid upon this point by both breeders and judges at the expense of other properties of the bird which combine to form that ideal every African Owl fancier should have in his, or her, mind, in any

breed of livestock a one-point craze usually ends in injury being done to the breed concerned.

The frontal is that portion of the bird's head which extends from nearly the top of the skull downwards until the wattle is reached, and down either side of the face as far as the mouth-line. In the first place, we will imagine that we have before us an African Owl's head, and that we are looking at it in profile, having in our mind's eye the perfect semi-circle which the outline of the entire head should appear to fill. Now the curve of the frontal from the dividing line of the wattle to that point immediately above the eye known as the top skull, should, when in perfection, exactly fit into the imaginary semi-circle referred to above, neither extending beyond this line nor falling short of it. The more common failing of the two points just suggested is for the frontal to fail to fill the imaginary semi-circle, there being too quick a fall from the top skull to the beak. This is a very prevalent fault. Another kind of front, though not so often seen is caused by the line enclosing the frontal, when the head is viewed from the side, bulging too straight out from the top skull, and then falling quickly to the wattle, the result being a somewhat Turbit-headed appearance. Birds of this class usually possess very wide frontals, when looked at in the face, and for which reason they often get well up into the prize list. Such pigeons usually appear low on top.

If that section of the profile which outlines the frontal is too long and straight, such a bird is said to be too long in face. To describe the point in another way, there is too much room between, say, the eye and the gape - though, of course, there must be sufficient room between the latter properties, or the bird has not the liberty to give it a good bold head. The head should essentially be circular and not elongated. The feathers immediately behind the wattle should grow out of, and level with, the top of the wattle itself, and lie smoothly and evenly up the frontal, thus causing no break where the frontal merges into wattle. It is much better for the frontal to appear to stand a shade above the wattle rather than below it. Many Owls can be seen with a slight break at this juncture, though they may possess excellent front and perfect wattles, the failing being caused by the growth of feathers immediately behind the wattle not coming up to the top of the latter as they should do.

We will now consider the appearance of the frontal when the bird is looked at straight in the face. From this point of view the property under notice should appear to fairly 'meet you'. It should be as wide as possible, and that all the way down - and perfectly filled up. The widest part of the frontal is, of necessity, at the top, narrowing as it approaches the wattle. This is the natural formation of the bird's head. Our ideal is one which retains the width of the top skull, as much as is practicable until the wattle is reached. If the two lines on either side of the frontal come too quickly together when approaching the wattle, leaving a narrow space behind the last-named property instead of a wide one, the bird is said to have a narrow V-shaped front - an undesirable, though by no means uncommon, failing.

If a straight edge were laid along the side of the face from the wattle to the front of the eye, the side of the frontal should come right up to it all the way along. And even more than this. The two lines at either side of the frontal should curve slightly outwards instead of going straight up to the eye.

A much-to-be-met-with fault is a dip at either side of the face behind the wattle, causing a hollow into which the fancier can get the tips of his finger and thumb - his finger on one side and his thumb on the other. This slackness often accompanies a perfectly rounded frontal when the head is viewed in profile. The frontal, then, must be round and full from every point of view, and any variations from this roundness and fullness are derogatory to the bird as an exhibition specimen. A well-filled face, as I have above suggested, goes a long way in the show pen.

Why Not More Isabella Lovatts?

by Bill Conboy
Patchogue, N.Y.

Everyone who heard that I have Isabella Lovatts asked, how did they come about? The question I ask is why didn't other breeders breed this color variation before? As some of the first imports were red bars. Back about 10 years ago Mr. Bob Lucas, one of the first in the east to have Lovatts, raised a red bar and no questions were asked. Now I have been raising reds and yellows for about 7 or 8 years, now and then they would produce a silver dove, which is a brown bar. These birds mated back to yellow, produced a yellow barred bird. By selective mating I produced true Isabellas.

Let me stop for a minute to explain. Mr. Ray Lamanna of the Shirley Mascic Area of Long Island, worked with me in this breeding program as he has a stock of pure Lovatts. We exchange with each other to get the best breedings. Now and then a nest mate to the Isabellas, turns out to be a yellow check bird. These birds mated to red bars or Isabellas, produce Isabellas and Yellows. Well, let me conclude this little note by saying, some of our young from this stock have flown 7 to 10 hours and we hope to do a lot better this season. Last year after flying the young birds and seeing how well they flew as squablers, I stocked them for breedings. Once again don't be surprised if you too raise Isabellas as it is in the breeding.

Saints: A Progress Report

by Tony Brancato
Santa Maria, Calif.

Since the Saint is a relatively new breed, a progress report is probably long over due. What's happening with the Saint as a breed? Well folks, a whole bunch of stuff! Let's begin with color, as many of you know the Saint was originated in white or as a youngster in the nest could of been lightly splashed with color but for some strange reason always moulted out to white or nearly white. Sure there were odd colored Saints, but these were odd-balls and usually bred white youngsters.

Not until this writer began to earnestly select Saints for color was there any attempt to develop color and patterns in the breed, at least if anyone else was involved in this activity, they sure kept it a secret! Anyway, through careful selection and some crossing back to the Schmalkaldener (the Saint's closest kin) very beautiful birds in a variety of colors have resulted.

The most popular being the rich black/white splashes, with black and white sharing 50% of the bird, in striking beauty.

Besides the splashes in black/white are splashes in red and lavender, ash-red and silver. Saints in magpie markings also are quite unique, they are typically white flighted, white muffs, self black body, and the head is white except for a black spot on the forehead, extremely attractive and difficult pattern to breed.

Perhaps some of the rarest Saints this writer has are jet self blacks, eyes and beaks are black, what a contrast they provide in my loft with the other colored Saints and especially next to the white Saints.

Future forecasting will hopefully see many more self colors such as red and blues. To my knowledge there are no blue Saints nor yellows.

Many of the rarer colored Saints are still a bit off standard and really cannot be classified as Saints until they meet the full criteria of the standard.

The field is wide open on the Saints in color and pattern, however, one must be attuned to the standard and breed to that end or else your birds will not be classified as Saints if they do not meet standard requirements.

In the many years I have bred Saints, no breed has captured the imagination of the average lay person. People who don't know beans about pigeons immediately want to know what those pretty birds with the turned up collars are!

Unfortunately since the breed is new many unbelievable crosses are pawned off as Saints. Never, never buy Saints from persons who have fifty varieties of pigeons. . . chances are they are not Saints but some crosses pawned off to the dealer. It's not the dealer's fault, after all he/she can't possibly know quality birds in every single breed let alone a new breed like the Saint. Recently a gentleman called me and said, "I just bought some of your Saints you sold a guy in Montana", he then went on to say they were all cocks! The person he claimed got the Saints from me, I never heard of and I haven't sent any birds to Montana in years, let alone Saints. This is a common ploy when someone drops names, anyone can do it, just make sure you're buying the stock from. It happens to Macklin, the founder of the breed, so and so will say those are some of Mack's Saints when truly they are not.

The breed is well worth waiting for, they are simply beautiful and one of the easiest breeds to raise outstanding young from. If you really want a not so ordinary pigeon with lovely ornamentation that requires little if any trimming try the Saint.

Prices on Saints despite inflation are lower now than when the breed first appeared on the scene. Nice birds can be purchased between \$25.00 to \$35.00 and usually that investment can be returned double the first year in output of outstanding young.

In conclusion, no loft should be without a couple of pairs of these fabulous birds, they are typically good feeders, gentle, and so easy on the eye.

German Trumpeter Voice

by Guenter Wenzel

Dear publisher and dear friends and fellow workers of *P.R.* It has been brought to my attention by some past *P.R.* writers, that they are unhappy in the way their articles or also photos have been presented in *P.R.* and that they therefore no longer write nor subscribe. Naturally I must first take the side of *P.R.* as I know how hard it must be to put together a pigeon magazine in the first place. Secondly I wish more people would have some feeling and also come to realize that

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your exposure to pigeons in general is rather new. Third I don't know why they don't take their dislikes directly to *P.R.* in the first place and be honest and open and only then something can be worked out in the best interest for all. My firm belief is this: *Pigeon Review* being rather new and the *A.P.J.* being a magazine that has been around for a long time. I feel it unfair and somewhat ignored for fanciers wanting to compare these two magazines to one another! In Europe they have three, four or more magazines giving coverage on our pigeons and either of their magazines does not get compared with one another and only rightly so, each one of them is different in some way and so is our *Pigeon Review*. As I stated before and will continue repeating these same words, *Pigeon Review* is working hard and willing to learn in presenting the pigeon fancy at its best and will get better as time goes on.

When we consider that small Europe receives full support for their many pigeon publications then I am sure that there is plenty of room in this Giant U.S.A. for at least two well versed Pigeon Publications such as the *P.R.* & *A.P.J.* Here are a few helpful hints how you, the fancier can help make *P.R.* a better pigeon magazine.

1. If you dislike it because you see nothing or very little ever written on your favorite breed, then I urge you to break the ice and write something in on your favorite breed yourself and you can be sure that other will join you in time to come.

2. If you have sent articles in the past and they have never appeared, you should drop the publisher a line, as to why, it is always possible that the article in question may have been misplaced.

3. Photos of your birds that were run without captions or reduced much smaller from the actual size sent in, should also be brought to the attention of the publisher. I am sure that he is always willing to work such small matters out with you and give you a better presentation in future writings.

4. The many articles that are written for *Pigeon Review*, do come from across the entire country and I feel as most of you do, that with each writer the name of town and state should be listed. This in itself would let readers know the wide coverage *Pigeon Review* has, also many articles would make more sense as to type of loft, type of feed mixture etc. he may feed his flock. So you go along reading such type of article and wondering if such type items might help you in your loft, but not knowing from where the writer of such articles in question is from, it would have you guessing whether or not his system etc., would work out in your climate for your pigeons. So it would be of great help if Name of town and State would appear with all writers name, this would show you at first glance from what part of the country etc. and would make you understand the article much better.

5. One last thing in order to make *Pigeon Review* better and what you may expect it to be, is up to you and the entire Pigeon Fancy. Support your Breed, by writing about them, sending in as many pictures as you can, running a small ad from time to time, all of this will help in your promotion, your fellow pigeon fanciers, and make *Pigeon Review* a great magazine.

It will be as great as what you the pigeon fancier want it to be, because with an already great publisher such as Gene Dudgeon & Staff. How can you lose?

Again be honest with yourself and write to *P.R.* for whatever is on your mind, but by all means don't be a quitter. The *Pigeon Fancy* needs all of you, get involved and stay involved, only in that sense will our pigeon hobby be carried on and aid others in enjoying this beautiful pigeon fancy of ours for many tomorrows to come.

National German Trumpeter Club

by Helmut Baer, Pres.
Schereville, IN

All of you Trumpeter Fanciers by now should have most of your potential champions out of the nest. This is the time we watch our young and hope for the best. This is also time to make plans which show you will show at.

The National Trumpeter Club will have at least four shows, there will be keen competition, plenty of trophies and there will be fair judging. These shows are open shows, you need not be a member to show and win. This is just one of the things that our Trumpeters are able to boast. We have over thirty members scattered throughout the United States and Canada, and Bermuda.

So you can see we do cater to breeders of any certain area. Our goal is to boost the great German Trumpeter Club. We are very proud of our club, we want all of our members voices to be heard. Once again the German Trumpeter Fancy is making plans for another *Pigeon Review* Trumpeter Special. For this we need articles and the commitments for ads.

PIGEON NEWS

by Claus W. Twisselmann

The Pigeon fancy is getting stronger here on the East Coast, mainly below the Mason-Dixon Line. This is encouraging and a healthy sign of our Hobby. The high feed prices and the high cost of energy seems to band the fanciers closer together.

Have a nice letter in front of me from Dennis Rich, Publicity Director of the GREATER ATLANTA PIGEON & DOVE CLUB. They have just completed their fourth Annual All-Breeds Show and are very enthusiastic. I would like to quote a paragraph out of the letter: "The Greater Atlanta Pigeon and Dove Club is an all-breeds club whose members are dedicated to the furtherance of the fancy in an area of the country not normally associated with pigeon. It is our belief that this is the result of a lack of communications and contact between fanciers in the Southeast. Located at the hub of the Southeast, our club wishes to establish a common meeting place where friendships can be formed or renewed, ideas can be exchanged and keen competition and quality judging might become tradition.

So, it looks like this club is well on its way. I have reports from exhibitors that have attended their show, that the snowball is just beautiful. This club is also offering their show and facilities to specialty meets and distinct meets. It looks like something for the Eastern African Owl Club to look into. We are growing and spreading now more all over the east coast even into Texas. Atlanta would in the future be a nice centrally located area to have an Owl Meet. I will bring this up at our next meeting.

On March 20 an informal meeting was held at the home of Art Thompson in Laurel, Delaware. Over twenty fanciers representing over fifteen active pigeon lofts, breeding a large scale of different breeds of pigeons and doves, were gathered to finally, after months of talking and preparations, to form a pigeon club. It was voted by all present to call this new club the DELMARVA PIGEON CLUB. There will be a meeting held every third Thursday evening of each month, unless changed by majority vote at prior meeting. The place and time shall be determined at prior meeting. The next meeting will be at Ray Bange's home in Greenwood, Del. The enthusiasm at this gathering was great and it looks like we will have a dedicated group of fanciers. After all the preliminaries were taken care of, a slate of officers was elected. Pres. Art Thompson, Vice Pres. Claus Twisselmann, Sec. Treas. Steve Underhill and Publicity Dir. Kenney Workman. The meeting ended by a visit to Arts very impressive lofts and looking at his fine stud of Indian Fantails. Arts wife and some of the Ladies then served refreshments. Good Luck: "DELMARVA PIGEON CLUB". A very special thanks should go to the two main forces of this undertaking, namely: "ART THOMPSON and STEVE UNDERHILL".

LOCAL THEIVES

BY Joe & Wanda Byrne
Bradenton, FL.

We all have had the experience of everything going perfect and couldn't be better, nothing could possibly go wrong, until you enter one of your lofts and find one of your best birds on his way to "The Big Loft in the Sky", after lifting him out of the corner and giving him a going over, you decide a treatment of sulmet will resurrect your lovely creature. After placing him in the intensive care unit, you discover for some lame reason you forgot to reorder sulmet. So off you go to the local feed store, remembering they sell a variety of medications, vitamins and all sorts of goodies that you never priced, as you are accustomed to ordering from a well known pigeon supplies dealer that has always been honest and reliable. After selecting a 4 oz. bottle of sulmet you pay the clerk \$2.25. This is when you realize the price seems a bit steep for a 4 oz. bottle, but this is an emergency and you must have it. After you return home and treat the bird, you start looking over Foy's price list, yep, you've been robbed, a 8 oz. bottle cost \$2.25. So you paid double. Now you begin to wonder. Within a couple days you have to purchase a bag of feed and decide to take Foy's price list with you to compare. pricing combitolic 160 cc \$7.95, two dollars more than the price list. Next you look at the price of a 6.4 oz. terramycin \$5.95, Foy's list \$3.00 - 2 pks. \$5.00.

I could go on and on, but I wanted to give a small example of how the many local dealers are raping their customers. There are many people that are unaware of the fact that they are being robbed nor do they know the average price of medications and vitamins for their pets. I'm certain suppliers do not know that the thieves are a hazard to their products.

You will be many dollars ahead if you purchase from a reliable firm. Also it would do well if some of the suppliers checked up on prices once in a while. We are all aware of inflation, but this is outrageous.

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Louisville And Our Very First Young Bird Meet

Guenter Wenzel, Sec.
Rt. 1 Box 143
Grant Park, IL 60940

I would like to express my sincere thanks to the membership and friends of this National German Trumpeter Club for their fine support given in the way of the many entries at our meets, also to our past judges which have done their very best to come up with that balanced bird and have improved their ability one hundred percent from shows of the past.

Our Host Clubs also deserve a big hand and word of thanks for the fine set-up they have supplied us with at these past N.G.T.C. meets of ours.

Some of these Host clubs are: Louisville Pigeon Club, The National Pigeon Ass'n. Hosted in Dayton, Ohio 1977, San Diego, Calif. 1978, Houston, Texas 1979, and in Hershey, PA. this 1980.

Hosting our District Meets are the fine Fanciers of the South Iowa Pigeon Club. And now holding our second Sectional Meet in November with The Hammond, Ind. Pigeon Fanciers Ass'n.

Not enough good can ever be said about these fine and very able Host Clubs. They are the ones that furnish us with a good solid roof over our heads and plenty of cooping in which to place our birds. So you bring in your entries and make good use of these coops and you will play a big part in putting on a most successful German Trumpeter Meet.



Jim Buhrmester bringing up a class of German D.C. for judging.



Left to right: Guenter Wenzel, David Ward, Jim Buhrmester, standing in background is Ron Schroeder.



Left to right: Linda Buhrmester, Ron Schroeder & Micky Schroeder.



The Welcome Banner of The N.G.T.C. made by Jim & Linda Buhrmester.

Thanks to all for the swell times of the past!

Annual Lawn Show of the White Rose Club

by Earl Sheaffer, Jr.
Pub. Dir. White Rose Pigeon Assn.
515 Main St.
Akron, Pa. 17501

The annual members lawn show and May meeting of the White Rose Pigeon Assn., Inc. was held May 25 at the home of their Sec./Show Sec. John Goretyke. The meeting was held just to vote on changes to the club's constitution and by-laws. These changes were passed and each member, new and old, shall be receiving a copy. Discussions on our annual summer show and annual winter show was then gone over. Both shows are an all age - all breed show and will be held at the 4-H Center in Bain, PA. on July 20, 1980 and Nov. 1 and 2, 1980 respectively. As to date the Eastern Chinese Owl Club and Chesapeake Roller Club will be holding a meet with us at our summer show. As for our winter show we have a large, growing list of specialty clubs joining us. The WRPA will be hosting the American & Eastern King Club 1st District Meet, the Amreican Giant Homer District Meet, the United Swallow Club Annual Meet, and the National Birmingham Roller Club meet.

Winners of our lawn show, who received trophies were: Fred Merklinger with a white LFCL Tumbler for Best Fancy; George Scantling with a grizzle WF Roller for Best Flying; Mike Lerp with a Spangled Ice Pigeon for Best Rare Breed; and Timmy Goretyke with a Red Komorner Tumbler for Best Pigeon Exhibited by a Jr. Fancier.

Interested in joining an old, but newly prospering and growing club!! Well, then don't waste any time. send \$5.00 senior dues, \$2.50 jr. dues (16 yrs. and under) or \$7.50 combination husband and wife dues to John Goretyke, Sec. WRPA, 2020 Marietta Ave., Lanc., PA 17603.

Hope to see you at our two outstanding annual shows.

Houston Trade Day A Winner

by Dave Diehl
1206 Golden Bear Lane
Kingwood, TX 77339
713-358-1406

Houston's own Gamekeepers, Jerry and Fern Seymore, hosted a very successful spring Trade Day with 450 attending. The event was billed "buy, sell or trade, anything with feathers" and it live up to its billing! In addition to hundreds of fancy pigeons there were also bantams, waterfowl, chickens and many other kinds of feathered creatures. Each was presented by its owner - and went home with a new owner. All activities moved along on schedule. In fact, the egg tossing contest, final event of the day, was held a bit late in order to accommodate Houston TV news cameraman at 5 p.m.

Everything was held under the trees of the Gamekeeper's 5 acre intown ranch. "Things" included contests, fun and food and music, along with the trading and selling. It provided an enjoyable day for the entire family of the avid pigeon breeder as well as those with a more casual interest.

Space does not allow for listing the contest winners, for chicken plucking, feed sack racing, egg tossing, tall tale telling, but Jeff Ross won the Parlour Roller tumbling contest. In addition, Mark Spicak, who both breeds and paints pigeons, of Alice, Texas, received the plaque for having traveled the furthest. All awards were provided by the Seymores. Capably serving as master of ceremonies and auctioneer was Bill Sharp.

Participating clubs, included the Houston All Variety Pigeon Club, the Montgomery Country All Variety Pigeon Club and the Gulf Coast Komorner Tumbler Club. A fall Gamekeeper Trade Day is tentatively scheduled for October 5th.

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Show Calendar

NB—July 13—Nebr. State Pigeon Assn. Annual Young and Yearling Show. Kearney, Nebr. Joan Whisenhunt, Show Sec., 1030 Judson, Lincoln, Nebr. 68521.

CA—July 27—Southwest Pigeon Fanciers Assn. Young Bird Show. Alondra Park, 3850 Manhattan Beach Blvd., Lawndale, CA. Bob Farley, Sec., 2445-34th St., Santa Monica, CA. 90405.

NY—Aug. 10—Pigeon Fanciers Assn. of Rochester, N.Y. Annual Lawn Show. Ken Snyder, 220 Golf Ave., Pittsford, N.Y.

WA—Aug. 10—Whatcom County Pigeon Fanciers Club 2nd Annual Old and Young Bird Show. Monte Walton, Show Sec., 1400 Moore St., Apt. D-15, Bellingham, Wash. 98225.

MD—Aug. 16—Maryland Show Racer Pigeon Club Annual Young Bird Show. Hamilton Pigeon Club, Baltimore, MD. Mennie Rigby, Sec., 1527 Weyburn Rd., Baltimore, MD. 21237.

TX—Aug. 17—Houston All Variety Club Fall Show. Youth Fair Recreation Hall, Baytown, Texas. Delores Tugwell, Sec., 2687 Marilee, Houston, Texas 77057.

CA—Aug. 24—Greater Sacramento Pigeon Club State Fair Show. Cal Expo, Sacramento, CA. Show Chairman: Ron Bell, 7818 Galena Way, Citrus Heights, CA. 95610.

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IL—Aug. 31—National Pouter & Cropper Club Young Bird Lawn Show. Bayer's back yard, Martin Bayer, 12928 Highland Ave., Blue Island, Ill. 60406.

MN—Sept. 6—Mid-America Fantail Club Young Bird Lawn Show. Jim Schneider residence, Viola, Wisc. Contact: Tim Burke, Box 287, Sauk Rapids, Minn. 56379.

WI—Sept. 7—Watertown Pigeon Club Young Bird Show. Riverside Park, Watertown, Wisc. Art W. Kehl, Show Sec., Box 33, Watertown, Wisc. 53094.

MO—Sept. 14—St. Louis Metropolitan Pigeon Fanciers Lawn Show. Grant's Shelter, Jefferson Barracks, County Park, Mary Parrott, Sec., 19 Perppertree Dr., Fenton, MO. 63206. After June 1st. 225 Horn, LeMay, MO. 63125.

WA—Sept. 14—King County Pigeon Fanciers Annual Show. Musician's Hall, Renton, Wash. Harry Hudgins, 12849 24th Ave. South, Seattle, Wash. 98168.

VA—Sept. 18-28—Tidewater Fancy Pigeon Club sponsor VA. State Fair. Richmond, VA. Edward L. Brooks, Show Sec., 1609 Adams Dr. West, Suffolk, VA. 23436.

CA—Sept. 21—Southwest Pigeon fanciers Assn. Buy, Sell or Trade Day. Open to all. Pot luck lunch. Bring something for the raffle. Alondra Park, 3850 Manhattan Beach Blvd., Lawndale, CA. Bob Farley Sec., 2445-34th St., Santa Monica, CA. 90405.

OK—Sept. 21—Northwest Oklahoma Pigeon Breeders Assn., Inc., Young Bird Show. County Fairgrounds, Enid, OK. 73730.

FL—Sept. 21—F.G.C.P.C. 8th Annual Young Bird-Yearling Show. Bradenton, Fl. Stephen U. Olsen, 6023 48th Ave. Dr. E., Bradenton, FL. 33508.

NY—Sept. 28—N.Y. Combine Domestic Show Flight Club 5th Annual Young Bird Show. Moose Hall, 216 Willet Ave., Bronx, N.Y. Edward P. Zeale, 1724 Tomlinson Ave., Bronx, N.Y. 10461.

IA—Sept. 28—Iowa State Pigeon Assn. Young Bird Show and Swap Day. Boone County Fairgrounds, Boone, Iowa. Dick Urv, Sec., 7012 South West 17th, Des Moines, Iowa 50315.

IL—Sept. 28—Northern Illinois Pigeon Assn. Young Bird Show. Burrill Grange Hall, Hwy. 70 Northwest of Rockford, Ill. Dave Reese, Show Sec., 2 Shaw Lane, Cherry Valley, Ill. 61016.

IN—Oct. 5—Lincoln Hills Pigeon Fanciers Club Annual Fall Show. Dubois County 4-H Fairgrounds, Huntingburg, Ind. Dovie Maxey, Sec., Route 1, Huntingburg, Ind. 47542.

IA—Oct. 5—Capitol City Pigeon Club Show and Swap Day. 2706 1/2 Beaver, Des Moines, Iowa. Randy Summy, Sec., 3920 East Douglas, Des Moines, Iowa 50317.

TX—Oct. 16-19—Houston Variety Club 6th Annual Show held in conjunction with Southeast Texas State Fair, Beaumont, Texas. Delores Tugwell, Sec., 2687 Marilee, Houston, Texas 77057.

MN—Oct. 18—Minn. State Pigeon Assn. Young Bird Show. University of Minn. farm campus, Jerome Opatory, Show Sec., 211 Oak Grove Lane, Mahtomedi, Minn. 55115.

PA—Oct. 19—Lebanon Valley Fanciers Young and Old Bird Show. Retired Steel Workers Hall, 2nd and Chestnut St., Lebanon, PA. Robert L. Haas, Show Sec., 1009 Jay St., Lebanon, PA.

KY—Oct. 25—National Young Bird Show. West Hall AB, Kentucky Fair and Exposition Center, Rita M. Courtney, Show Sec., Box 21, Milton, KY. 40045.

NY—Oct. 26—Empire Short Face Tumbler Club Young Bird Closed Show. Lithuanian Club, 69-61 Grand Ave., Maspeth, New York 11378. Show Sec., Emil Piergiorgi, 24-17 78th Street, Jackson Heights, N.Y. 11370.

CA—Nov. 15-16—Greater Sacramento Pigeon Club Annual Fall Classic. National Guard Armory, Sacramento, CA. Show Chairman: Carl Rodejerdts, 3 Sequoia Pl., Woodland, CA. 95695.

FL—Nov. 16—F.G.C.O.C. 9th Annual "Orange Blossom Classic" All-Age All-Breed Show. Bradenton, Fl. Stephen U. Olsen, 6023 48th Ave. Dr. East, Bradenton, FL. 33508.

WI—Nov. 28-29—Watertown Pigeon Club Winter Show. Turner Hall, South Fourth St., Watertown, Wisc. Art W. Kehl, Show Sec., Box 331, Watertown, Wisc.

WA—Nov. 28-30—Northwest Winter Show. Southend Neighborhood Center, Tacoma, Wash. Larry Baginski, 3027 S. 274th St., Auburn, WA. 98002.

VA—Nov. 29—Tidewater Fancy Pigeon Club Fall Show. U.S. Army Reserve Center, 1805 Sherwood Ave., Richmond, VA. Jo Ryan, Show Sec., 3028 Bowling Green Dr., Virginia Beach, VA. 23452.

OK—Dec. 6—Northwest Okla. Pigeon Breeders Assn., Inc., Winter All Age Show. Enid Armory, 600 E. Elm, Enid, Okla. C.H. Flores, Sec., Box 228, Covington, Okla. 73730.

N.Y.—Dec. 6-7—N.Y. Combine Domestic Show Flight Club 5th Annual Young and Old Bird Show. Moose Hall, 216 Willet Ave., Bronx, N.Y. Edward P. Zeale, 1724 Tomlinson Ave., Bronx, N.Y. 10461.

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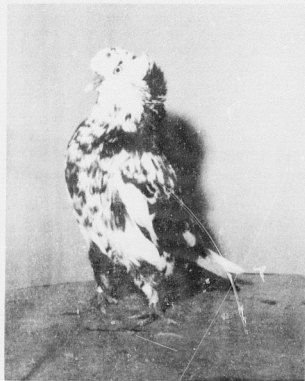
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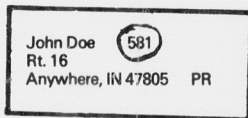
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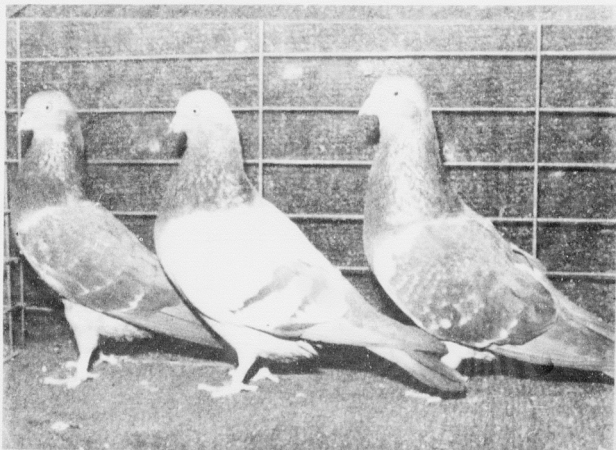
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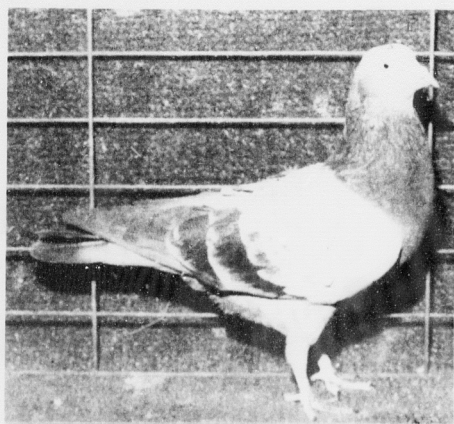
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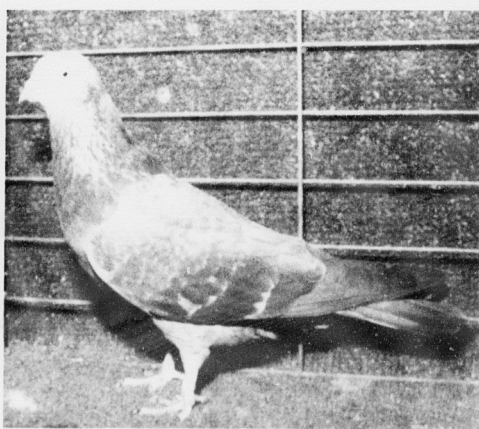
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**Kennedys' ATU Old Bird
Record Kit (15:04), Lovatt
Strain.**



**E. Buraczewskis' Old
Bird (cock) Blue,
Gordon Hughes Strain.**



**R. Kennedys' Old Bird
(cock), Color: Dark
Checker.**

X

Miscellaneous Flying Tippler Articles and Papers, 1981-1983, from the
Collection of Omer Ogren

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Introduction

Special thanks to Omer Ogren (Route 1, Box 155, Dike, TX 75437) for giving the Flying Tippler papers presented in this section to me for inclusion herein. The papers were given to Omer Ogren by Ed Hernandez.

* * * * *

Letter from Omer Ogren to S. Robert Powell, dated October 8, 1992

Flying Tippler Association **BULLETIN**

August 1981

September 1981

December 1981

April 1982

September 1983

November 1983

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Oct 8, 1992

MR. POWELL

I READ OF YOUR MICROFILM PROJECT
IN THE APRIL 1, 1992 BULLETIN. ENCLOSED
ARE SOME OLD BULLETINS THAT FORMER
MEMBER ED HERNANDEZ GAVE ME. YOU
MAY KEEP THEM AS I STILL HAVE MY OWN
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DON'T HAVE.

DO YOU HAVE ANY SURPLUS BULLETINS
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FLYING TIPPLER ASSOCIATION OF AMERICA

BULLETIN #3 AUGUST, 1981

I must start off this belated bulletin on a couple of sad notes. This past May long time Tippler enthusiast Don Zink passed away. Don always offered top notch competition to all in both the ATU and the FTA. Last summer I had the pleasure of judging at the ATU lawn show and picked Don's birds for most of the honors.

I have just gotten word that Percy Hagan is gravely ill and has been hospitalized for quite some time. Perc is the individual that we have to thank for the importation of the Lovatt family of Tipplers into North America. Our prayers are with you Perc.

On a more happy note - Ed Borchers is doing very well. I had the pleasure of visiting with the Borchers while out East in May and Ed has continued to progress since and is looking forward to getting a few birds come spring.

I feel really badly that Jim Smith was able to scoop me on this as well as most of the fly results in the August issue of the American Pigeon Journal. But my schedule did not permit me to take the time to get this bulletin out any sooner. Hope that you members can understand and remain patient. Hopefully things will get onto a more even keel next year. This bulletin is going to be a large one as I owe you a lot of material that has been accumulating. Included will be the membership roster, a number of photo pages and fly results. I have not yet received the last young bird fly results but probably will be the time this is all put together. The excerpts from the mailbag will not be in any sort of order as they have been shuffled around the house numerous times during the past months.

I have ordered the bands for next year, 6000, which has dropped the treasury to a current balance of \$323.13. With the exception of those checks received since mid-July all have recently been deposited in the bank so they should be clearing yours shortly if not already.

The postal strike in Canada has been on for about a month which has left us without word of what is happening up there. Wayne Tomsic did recently make a trip up to the Toronto area so hopefully we will have an update on happenings in the North for the next bulletin by way of an article highlighting Wayne's trip.

Stan Ogozalek and family have completed their trip to Great Britain and Stan is working on an article concerning the great time they had. From the brief highlight that I got in a phone conversation we will all be green with envy.

As mentioned above I was out in Jersey back in May on business. It gave me a chance to get together with Stan, meet John Mead, see Ed Borchers, Dick Seabridge and handle the imports that Dick and Joe Closson brought over. It has been quite a while since then but I will recall what I can and hopefully not slight anyone with an omission.

On the way down to Lakewood I stopped in to see the Ogozaleks. I had an enjoyable evening looking at and discussing birds. John Mead stopped over and joined in on the Tippler talk. Eventually we drove over to John's and took a look at his loft and birds. John is a newcomer and has a good start with Prisco's, Hunt's and Vertelli's. John had a kit of young prints that had just reached the eight hour mark and was quite enthusiastic.

I think that it was the next evening that I visited Ed Borchers who wouldn't let me leave until I promised to return later in the week to return when Dot was around. Knowing her prowess in the kitchen who am I to refuse.

Later that week I spent an afternoon and evening as the guest of the Seabridges. As Dick recently imported a pair of Cullen birds I was anxious to see them and was favorably impressed. I really liked the blue badge cock. You will see from the enclosed photos that the hen was a little out of shape due to breeding, but both are nice birds. After a super meal and more pigeon talk Dick offered to take me over to Joe Closson's to see the Boden family birds that Joe imported in the same shipment as Dick's Cullens. Unfortunately Joe was at work that evening but Dick had a key. Good fortune was with us though - no sooner had we left Dick's we saw a truck along side the road working on the electric lines. It was Joe's crew so we pulled over for a very short chat before proceeding to Joe's loft. There I saw a very nice set-up stocked with quality breeders of Lovatt and Boden families, each type in a separate section. There are some very good birds among Joe's imports. Both Joe and Dick had some promising young birds that they were starting to work with.

The next night I made good on my promise to Ed Borchers. Dot did such a good job that I even had seconds on zucchini. I had a very good time visiting the evening with the Borchers and pigeons was only one of the many entertaining topics discussed throughout the night.

On Saturday things finally started to fall in place businesswise, but it still looked like I might be in the area for the whole weekend. I had looked that far in advance and received the directions to the ATU meeting place. As time approached zero hour I was forced to make a decision. There was only one flight from any of the three New York airports and none from Philadelphia that were heading to Minnesota. If I hurried I could make the one from JFK by a half hour or so. Having not seen the family for about a week I opted to return home. So I came within a half hour of staying for the meeting and seeing some of the guys on the Island.

I'd like to thank everyone out there for all the hospitality. I always get treated like one of the family (or better) and appreciate it more than words can express. It makes being away from home much easier when friends make you as welcome as you all have over the years. The firm with which I was dealing in Lakewood has gone out of business, but it is trying to get reorganized under a new name in Englishtown. If we do not have our job done there the next choice will be in Ledgewood, N.J. which is in the northern part of the state.

The committees to look into updating our constitution, fly rules and show standard have been set up. The group handling the constitution and fly rules is headed by Ed Buraczewski with committee members consisting of Bob Kennedy, Tim Kvidera and Stanley Ogozalek. The show standard review committee is chaired by Tim Kvidera with Ed Buraczewski and Bob Kennedy as members. If you have any comments that have not reached us yet by way of the bulletin please drop a line to one or more of the committee members so that your suggestions can be taken into consideration.

We are still looking for someone to take on the task of costing and assessing the feasibility of the FTA selling jacket patches. Mike Beat has submitted a brochure from one firm. We need an individual who is willing to contact a variety of houses and summarize which one would be the best deal, suggest what the retail price should be, how many we should purchase, what the break even percent sales would be, etc. Any volunteers???

Any of our members out there involved in printing? We are in need of ideas on club stationary and pedigrees. Costs, etc.

Mailbag....

John Harris - Has slowed down. Plans on not raising any young birds this year because he already has a loft full of birds and no more room.

Stan Gallichan - has moved to RR#1, Buford, Ontario, Canada NOE 1AO

Gordon Hamilton - has moved to 227 Auden Rd., Guelph, Ontario, Canada N1E 6N5

Dan Kinnear - "I think that a flyer should be able to have a Timer providing he belongs to a Tippler club. I was put in the Honor System instead of the Official System because Syd Billinger was not a member of the FTA at the time. Now he is a member and he can time. The only reason I can see why he will be accepted now is because the \$7.50 fee is paid. I know rules are rules but they can be changed. All I'm asking is that my suggestion for a Timer that belongs to a local Tippler club be allowed to time in the FTA. A lot of members are complaining that there are not enough Official flying members in the club." Such a proposal would help. Gord Chater, Small Basic and Dan have been consistent competitors in CNTA flies this year also with Syd helping out as Timer. The CNTA only flies under the Official System.

R. Omer Ogren - "By way of introduction I am 33 years old and have a small Dairy in northeast Texas. I haven't raised pigeons since I was in junior high school but I have been wanting to get into the hobby for several years now. I have never raised or even seen Tipplers and all I know about them is what I have read in Levi's The Pigeon and the American Pigeon Journal since October. Naturally, I have a thousand and one questions." Omer has since purchased a copy of the Tippler Special and hopefully gotten the answer to most of his queries.

Michael Beat - has been getting a number of inquiries about Tipplers from California fanciers. Fortunately Joe Kelley has been able to help some of them get started with birds. Mike's birds continue to be victims of ill fortune.

LeRoy Behlman - "Having just read the latest bulletin I note a lot of apparent uneasiness about the systems flown in the club. As a "future potential Honor System flyer" I think that I would like to add my two cents worth. First Stan Ogozalek states he can't believe there are that many pleasure flyers. In my case and probably a lot of others pleasure flying came first and joining the FTA came second. If a person is so hard pushed to fly competition he would probably fly Homers where he can possibly win a few bucks. I feel the majority fly for pleasure and competition is secondary. Second, no one states that cheating is very possible in the Official System also, as much of the controversy seems to point to one person thinking that another is cheating about their Honor System times. Cheating has occurred in every sport participated in by man. So I think the important thing is what this club stands for. First and foremost should be for the betterment of the Flying Tippler. In Webster's dictionary the word "association" says - a union of persons in a society for some common purpose! The word "club" says a group of persons associated for some common purpose! The word "honor" says loyalty to ones code of behavior! I think that these three words should be considered by all flyers in the club....I have an idea which may be looked into by the Board, if it has no merit just throw it out. This would take effect "only" in the event of a record breaking fly. All other flies would continue as they are now. If the Central Timer determined that the time turned in was a record fly he would notify the person who turned in the time and also the President and V.P. in that zone. The Central Timer or Secretary would then send the names of six closest FTA members to the person who flew the "record" time. The person flying the time would have thirty or sixty days to get one of these six guys to time for him. If he could not get anyone of these six an alternate such as a member of a local pigeon club could possibly be asked

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Mailbag, Behlman cont. - "after reading the FTA rules. The person turning in the record time would have a certain number of days to fly a qualifying time. This qualifying time could be six, eight or ten hours, whatever the board decided. The flyer would have two chances within specified time to complete the qualifying flight. This would prove that the birds were capable of long flight and not just Show Tipplers or numbers of diseased birds just turned in dishonestly. Many forms of racing demand a qualifying race for this purpose. They wouldn't have to fly the record time again but just a fair time. This would eliminate any doubt. The flyer would have to specify which two dates he wanted to qualify in specified time. the reason for two chances is in case of foul weather or maybe the birds had just an "off" day as all birds have. The person chosen to judge the qualifying fly could be paid a nominal sum by the FTA for gas expense. I think anyone asked to judge a qualifying fly would do so as a friend and fellow member of the club. This sounds like a lot of screwing around, but as records are so few and far between I doubt this is too much to ask. It could possibly be used to qualify Official System flies also. If you think the Board would consider this please submit. They could make changes or vary it. If not, throw it away. All other potential flyers should also turn in their ideas so we may better the system."

Stanley Ogozalek - "I'm happy to report that the Central Jersey Tippler Club is back in existence. We had our first formal meeting on May 1, 1981 at the home of Joe Closson. Members include R. Seabridge(Pres), J. Mead(V.P.), Stan Ogozalek(SEC), J. Closson, T. Noon. We shall be ordering our 1982 FTA bands as a group and trust that you can accomodate us as such. We already have our tickets for England and have made contact with Messrs Newton, R. Price, J. Cullen and J. Rattledge most of whom shall be hosting us. Shall also stay with Jack Prescott and talk with K. Brown. Have 10 rolls of color film, 36 ea.=360 photos hopefully! Possibly more."

Al Lang - "Steve Consolino of Watervleit, Mich. is a member of the FTA but does not have any member near by to fly in competition. I have 12 Tipplers along with Racing Homers and flying Birmingham Rollers. Being one who enjoys flying (performing) pigeons, Steve has recruited a new flyer of Tipplers. I do not know much about the sport. The birds I now have act as though they like to be out for a fly in the evening after I come home from work. The problem is that they don't stay on the wing long enough (toooo fta)."

John Rattledge - says that the Tippler Specials arrived okay and wishes a good season to all the members of the FTA.

Jim Smith - sent a couple letters donating his fly winnings as memberships to some new members. Also has sent copies of letters from Burgess and Marlowe of England which I hope to carry in this or the next bulletin.

Dan Kinnear - Had been training a kit of four old birds and pulled one from the group for the first fly. The others missed it and flew terrible. The next time around he flew all four and they did good but the weather wasn't. Dan sent in dues for Syd Billinger. Syd used to fly in the old CNTS and flew some good times beating Mr. Prudhomme in one race. He has flown 15 hours 56 minutes and won a pair of Hall strain birds which Mr. Prudhomme imported at that time from England. Syd is also a member of the CNTA. He drives 60 miles to time for Dan and hopes to fly in a few competitions this year.

James Hanson - "I got off to a good start, so did the falcon. I've got six going pretty good. I recently got new neighbors along with their kids(oh boy) they really are active. I am sure that you know what I am going through, but I am not giving up."

Richard Strain - sent in a copy of the Beaufort Wind Scale (adapted for land use)

MPH	SYMBOL	NAME	DESCRIPTION OF EFFECTS
0-1		calm	smoke rises vertically
1-4		light breeze	smoke drifts, tree leaves move
5-8		light breeze	leaves rustle, wind can be felt
9-14		gentle breeze	leaves and twigs in motion
15-20		moderate breeze	small branches move
21-25		fresh breeze	small trees sway
26-31		strong breeze	large branches move, wind whistles
32-37		strong breeze	whole trees move, difficult to walk
38-43		gale	twigs break off trees
44-49		gale	branches break, some damage to roofs
50-54		gale	trees uprooted, heavy building damage
55-60		whole gale	Widespread damage(storm)
61-66		whole Gale	widespread damage(storm)
67-71		whole gale	widespread damage(storm)
72-77		hurricane	severe damage

Remondo Ganade - "I recently bought three pairs of Tiplers from Mr. H. Tagami. These fantastic birds really did something to me when I saw them fly from Mr. Tagami's loft."

Clive Taylor - "I would like to write a few words about the Honor System as I see it. Jim Smith is going all out to find an answer to what some members find a problem. Myself being from a country that has no Honor System in the sense of the word. (Clive is an immigrant to Canada from England, TK) I can only give my point of view as I believe it will effect me in the near future. I flew in competition in a club in my home town in England that had over fifty flying members, all or most competing on fly days. I have refereed a kit for over 19 hours, I found it to be a great pleasure, and it has made me more of a Tippler man to know that I am associated with such a wonderful animal and sport that is the Flying Tippler. There is no short term solution to the Honor System except that it will hopefully always be with us to allow unfortunate members who live too far away from another to compete in the Official System. We must keep trying to encourage new members to the sport so that we can build the clubs in each town and village where Flying Tipplers are flown, as Wayne Tomsic and friends have done in their home town. I wish them all the success in the world and with their success other members in other towns will get together and form clubs and they I know will enjoy a richer love for our sport. This is the only way in the long run to put the Flying Tippler on the map in North America."

Art Bruce - "My birds are doing fine. I have 5 pair of Kvideras mated as well as 10 pair of Balls and three pair of Matthias's Prisco's and four pair Lovatts. I still have my kit of 13 birds out of the 19 and they are flying pretty good. I am going to take more pictures of my birds and my renovated pen. I have done a lot of work on it. I still have to put the plywood on the outside and the trim up. I have four breeding pens in it now. I keep all my birds separate, Lovatts in one pen, Kvidera birds in another and so on. The pens are four feet wide and ten feet long and six feet tall. I put new ventilating screens in the front at the top and air vents at the bottom on the back. The weather is not very good or I would have it done by now."

Michael Beat - expressed surprise that the Long Day fly was low in entrants when it should be the highlight of the fly season. His birds still not doing well but has hopes for next year already. (postal strike in Canada probably knocked out a number of potential entrants, TK)

Mailbag (continued)...

Hiroshi Tagami - "I can't tell you how much enjoyment the Tipplers are giving me. I have many exotic birds on my acre of ground, but the Tipplers give me the greatest pleasure. I have 11 birds settled and flying, but unlike last years youngsters, I can't get them to kit at all. They all scatter in every direction and fly solo, occasionally flying in 2's for about 20 seconds then they split and fly alone." Hiroshi, such behavior is quite common for the first week or so while the youngsters are getting accustomed to flying free. Unless they are real troublemakers they usually are kitting pretty well within two weeks. The larger the flock size the longer it takes them to pull together. They can be helped if flown with a nucleus of older, well kitting birds - either old birds or older young birds, TK

Bill Mohr - "Thought that I would drop you a line to let you know how the birds are doing, which is terrific. I'm really satisfied with the birds. I am just leaving the youngsters fly like I flew my Homers and they really stay up. I usually go golfing early Sunday mornings at 6:00A.M. Before I leave I let the young ones out and when I come home around 11:00 a lot of the birds are still up. I wish I had more time so that I could fly them in competition this year, but I guess I will have to wait till next year."

Jim Smith - "Well, as mentioned before, we went to Pennsylvania last week. The Jim Smith Society had a gathering down there so we went down to Boiling Springs for the fun and had a real good time. I noticed on the map that Brodbeck, Pa. was not far from Boiling Springs so I decided to take some birds to Martin Deal. That meeting was the highlight of the trip! Marty lives with his grandparents on a hill that overlooks two gorgeous valleys with a sweeping view of at least 40 miles in three directions. I have never seen a place like it!! They were the warmest, most gracious, most generous people you could ever hope to meet. I mean that in all sincerity. Martin's Grandfather, Walter, is a real pigeon man and knows Racing Homers as few men do. I can't tell you how much I hope my birds will live up to their expectations. Over the years I have parted with very few birds, so this will be a test of sorts for me. Martin's Grandmother was a real sweetheart. How I loved it down there. Anyway I think we have added some real good pigeon people to our Family and I have made some new friends." (The Burgess letters mentioned previously actually made it into the last bulletin. The following is the letter from George Marlow...

Dear Mr. Smith, (24Feb1981)

Re; your letter received January 23rd. I am 75 years old and have been retired 10 years. I have not flown in competition for 5 years as I got past that stage standing out in the cold and the rain after dark dropping birds.

I started flying Tipplers in 1924. In 1926 I broke the world's record for Easter at 15 hrs. 30 mins. and at Whitsuntide I flew them 19 hrs. and one bird flew just over 20 hrs. In those days there were only three fly: Easter, Whitsuntide and August young bird; all on band holidays. In all I have flown six times over 19 hours and over 18 hours 36 times.

Well, as regards my training and feeding methods it would fill a book as I have several different feeds and drinks. The first thing you do is box the birds and put them on barley (1/2 feed for a week or ten days). At the middle of the first week give them 2 teaspoons of Epsom Salts. The last two days before letting out give them a mix(???JS). Have them out every day about one hour before dusk dropping them about dusk for a week. Then keep them in for two or three days. Then feed on 1/2 barley and 1/2 wheat. They should be doing 4 or 5 hours. Two weeks before fly (contest), early in the morning, give 1 teaspoon of cake, 1 teaspoon niger seed. They should now be doing 8 or 9 hours into darkness. When you have got them give only barley.

I always give them 3 days rest from the last time out. Wednesday give them 1/2 wheat, 1/2 Indian corn and 2 teaspoons of Epsom Salts to drink. Thursday

Marlow letter continued...."morning 1/2 cake, 1/2 niger seed. Night: millet seed and canary seed, just as much as they want. Same on Friday. Saturday morning, turnip seed and black rape. Thursday and Friday chemical food (Parrishes or Johnson's Tonic ???JS) 1/2 teaspoon to the pint of water. Saturday night 15 drops of liquid Phosferine in a pint of water. I always feed last time out between 11:00 P.M. and Midnight.

Cake; 1 lb. of pea meal or oat meal, 2 new laid eggs, 1 tablespoon Cola Nut powder, Yeast as big as a Brazil nut, 1/2 lb. of best butter, mix in small seeds. Bake until crisp brown.

All the best of luck
Yours Sincerely,
George Marlow

Along with the photos featured on one of this issues pages Wayne forwarded the following letter from Paul Green of Walsall, England....

Dear Mr. Tomsic,

I first got my stock birds from my father which he had for many years. He originally got them from Mr. Wilf Lovatt and Mr. Albert Hartshorn. My father and Mr. Lovatt were good friends.

My birds are mainly prints, mottles and reds. I breed other colours but prefer these colours.

1980 flying season

Easter fly 16hrs 01 mins)	International Y.B 4 hrs 46 mins
Whit fly 15 hrs 50 mins)- Old Birds	First August Y.B. 12 hrs 21 mins
Long Day 19 hrs 01 mins)	Second Aug. Y.B. 13 hrs 58 mins

I flew more flies than this but was disqualified for various reasons. We have twelve flies all together including club flies.

The kit of birds that flew 19:01 in the Long Day were three cocks, two light prints, brothers, and a red mottle, cousin.

The style of flying is a slow wing action, they fly high, they have a coby head, short beak and low on the legs.

My flying loft is ten feet by six feet. My breeding loft is six feet by five feet in the shape of a letter "L" and my flight is on the other corner making a full square. (Raised two feet above the loft so the birds can just walk in after dropping).

I train my birds every other day on good barley and a little wheat when needed. I build them up on mainly seeds for competition.

I have enclosed some photos of my birds. Could you please return them when you have finished. I hope that the information here is alright.

Yours in Sport,
Paul Green

Paul I hope that you can forgive Wayne for taking so long to return the photos. It wasn't his fault, I had them almost all the time. Thanks much for sharing them with us, TK

The European Continental Old Bird Record has been rewritten twice the past fly season, both times from Holland. In the May 30/31 competition Mr. Niek Kreeftmeijer bettered Alfred Liemens 18:49 record with a time of 18:55. This was subsequently topped in the Long Day by Mr. de Bruijn with a 19hour 12 minute fly.

A brief summary of the German Flying Tippler Union, DFU, finds the following results; April 18/19 - Heinz Schuller 15:10, Heinz Kaupschafer 15:06, Alfred Liemen 14:53, H. Hardtke 14:45, Marianne Harutke 14:38 May 23/24 Helmut Feide 17:26, Friedel Balbach 17:04, Dr. D. Krnja-Aman 17:03, Walter Roser 16:35, Heinz Kaupschafer 16:28 June 20/21 Heinrich Loock 17:38, Friedel Balbach 17:32, Hermann Klemann 17:14, Stevan Sviker 16:48, Karl-Weinz Wurger 16:37

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THE NATIONAL TIPPLER UNION OF GREAT BRITAIN

Results of Competition, 5th April, 1981

Liberation 6.15 a.m. (133 Entries, 234 Shield Teams)

1st P. ALLSOP (New Record Time for this first competition)

2nd C. GOODALL
3rd T. DILKS
4th M. MUNN & SON

SECTION WINNERS

NORTH G. PILOT
SOUTH M. MURPHY
W/CENTRAL M. CAMPBELL
E/CENTRAL L. ROBINSON & SON
WELSH/IRISH S. T. HARRIS

SHIELD WINNERS

RESULTS CONTINUED:

C. BUSBY & H. CLIFTON
V. DUNN (Novice)
A. PARKER
P. BEADON
J. McDONALD
P. & J. PEARMAN

WILLENHALL
MANCHESTER
SOUTHWEST
SPRINGFIELD
WELSH/IRISH
UNITED WELSH

46.12

WILLENHALL

WILLENHALL
WEST MIDLANDS
SPRINGFIELD
WEST MERCA

15.16
15.15
15.06
15.05
15.05

THE NATIONAL TIPPLER UNION OF GREAT BRITAIN

RESULTS OF COMPETITION, 26TH APRIL, 1981, LIBERATION 5.30 A.M.

1st W. ROSEBOTHAM
2nd L. HARDCASTLE
JOINT H. SHANNON
3rd T. ROSEBOTHAM

SECTION WINNERS

NORTH T. NIBLET
SOUTH M. L. BRYNE
CENTRAL (WEST) G. BRYNE
CENTRAL (EAST) P. ALLSOP
WELSH/IRISH D. T. DAVIES

SHIELD TEAM WINNERS

RESULTS CONTINUED

C. GARRETT
W. OWENS
M. K. DAVIES
J. McCLINTON
J. HILL
R. GLASSOP (N)
J. WILSON
K. BURGESS (PRIVATE MEMBER)

MANCHESTER
BIRMINGHAM
WILLENHALL
UNITED WELSH
UNITED WELSH

47.09

MANCHESTER
BIRMINGHAM
WILLENHALL
UNITED WELSH
UNITED WELSH

16.05
15.51
15.42
15.32
15.08
15.00
14.43

THE NATIONAL TIPPLER UNION OF GREAT BRITAIN

Results of Competition, 24th May, 1981, Liberation 4.00 a.m.

1st M. CAMPBELL
2nd E. ALLSOP
3rd G. PILOT
4th K. WARD

SECTION WINNERS

NORTH G. HAWARTH
SOUTH V. LEWIS (N)
CENTRAL (WEST) R. TAYLOR
CENTRAL (EAST) D. LITTON
WELSH/IRISH H. SHANNON

SHIELD TEAM WINNERS

RESULTS CONTINUED

T. DILKS
W. CHAMBERLAIN & SON
A. BAKER
B. WYLAN & SON
A. F. PRICE
R. DOWNEN
A. DAVIES
P. BURGESS
E. FLESTER

WILLENHALL
MANCHESTER
BIRMINGHAM
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH

51.22

WILLENHALL
MANCHESTER
BIRMINGHAM
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH

18.23
18.22
18.19
18.16
18.12
18.11
18.08
18.05
18.02
18.02

THE NATIONAL TIPPLER UNION OF GREAT BRITAIN

Results of Competition, 21st June, 1981, Liberation 4.00 a.m.

1st F. TAYLOR
2nd M. CAMPBELL
3rd J. JOHNSON
4th G. HOLDER

SECTION WINNERS

NORTH B. MOORE
SOUTH J. COLLIER
CENTRAL (WEST) J. J. CHAMBERLAIN
CENTRAL (EAST) P. W. GREEN
WELSH/IRISH P. GLASSOP (N)

SHIELD TEAM WINNERS

RESULTS CONTINUED

W. CHAMBERLAIN & SON
R. DOWNEN
P. BOWDEN
T. & G. HALLS
P. PARKIN (N)
E. FLESTER
B. BURGESS & SON
A. BURGESS
T. HIGGS

WILLENHALL
MANCHESTER
BIRMINGHAM
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH

56.76

WILLENHALL
MANCHESTER
BIRMINGHAM
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH
UNITED WELSH

19.05
19.01
18.56
18.50
18.46
18.45
18.42
18.41
18.31

713

PTA SPRING SERIES

April 26 & 27

OFFICIAL SYSTEM

4-26-81

Daniel Kinneer
Band no. 80 PTA 2617, 2628, 2612

TIME FLOWN 9:36

Starting time 6:30 AM
Droppers 4:06 PM
Birds down 4:10 PM all
Last bird in 4:27 PM
Weather - G. Hamilton (S. Billinger)
Comments - 35 degrees with little wind.
Birds flew well for the first race.

4-26-81

Al Lakez
Band no. 80 PTA 655, 1315, 2172

TIME FLOWN 8:38

Starting time 7:30 AM
Droppers None
Birds down 4:24 PM
Last bird in 4:24 PM
Weather - 1-45-60 degrees, 30.8 inches of mercury, wind 10 mph
Comments - 4pm slow rain with humidity 75%

4-26-81

G.H. Chatter
Band no. 80 BUD 134, 141, 154, 157, 178, 181, 187

TIME FLOWN 8:24

Starting time 8:30 AM
Droppers None
Birds down 3:54 PM
Last bird in 3:00 PM
Weather - Clear, 54-68 degrees F, SW 1/2 fms. (?)
Comments - Birds flew high, raked well and came down due to melting intentions. This is the first time flown in club because of not having PTA bands.
100% Gordon was entered into the Official system, however, the central timer places him in Honor for fly rule #23.

4-25-81

Wayne D. Tomic
Band no. 80 PTA 1410, 1420, 1421

TIME FLOWN 5:57

Starting time 5:33 AM
Droppers none
Birds down 11:30 AM
Last bird in 11:50 AM
Weather - Louis Wittetich
Comments - Cloudy 39-42 degrees, 29.80 in., wind NW 8-15 MPH
Comments - Slight drizzle when released; birds should have done better. Maybe I over fed them.

4-25-81

Stanley Gogazek
Band no. 80 A 507, 517, 518

TIME FLOWN Disq.

Reason - One bird dropped out of bounds.
Timer - John E. Head

HONOR SYSTEM

Spring #1 1981

4-25-81

James P. Smith
Band no. 80 PTA 2903, 2905, 2907, 2911, 2920.

TIME FLOWN 13:18

Starting time 5:30 AM
Droppers 6:48 PM
Birds down 6:51 PM
Last bird in 7:07 PM
Weather - 37 degrees, Promise of Bright sun, Bar 30.23 and up,
Wind - 15-20 mph gusts to 30 mph humidity 50% a release.
Comments - Bird flew to the top of the pin and put on a spectacular display of climbing and banking for most of the day. I believe they were close to dropping when I tossed the dropper as it was a picture perfect drop.
High for the day was 62 degrees F.

4-25-81

George Cant.
Band no. 80 PTA 2921, 79 UPC 1585, 1586

TIME FLOWN 10:30

Starting time 7:34 AM
Droppers None
Birds down 6:08 PM
Last bird in 6:08 PM
Weather - Little cloud, 16.6, 1019mb, SW calm winds 85-88%
Comments - Great flying weather. It flew very high all day and dropped about ten minutes after the street lights came on. Although daylight hours are now down to around eleven, the weather has been quite warm and clear with little wind since Xmas.

4-25-81

Rene Asencio
Band no. 80 PTA 283, 2300, 2239 Hens

TIME FLOWN 9:01

Starting time 7:00 AM
Droppers signal None
Birds down 4:01 PM
Last bird in 4:24 PM
Weather - Cloudy, 42 degrees, westerly winds 8-15 mph.
Comments - Weather conditions were pretty good. The birds flew well and were in the air for a while. I was officially the honor fly. Birds flew well all day and were in good shape at finish.

4-25-81

Joe Kelley
Band no. 80 PTA 3379, 3177, 3335

TIME FLOWN 9:00

Starting time 8:23 PM
Droppers 6:55 at same time.
Birds down 6:55 at same time.
Last birds in 7:08 PM
Weather - 60-70 degrees, clear until late after noon then cloudy, westerly wind, approx. 60% hum. 2-20 mph.
Comments - Weather conditions were pretty good. The birds flew fair in the morning and after noon and winds and clouds help them finish the day fairly well. Saw birds seen to twice, maybe there were 4 all together but didn't seem to try for dropper.

HONOR SYSTEM CONT'D

Spring '41

4-26-81 Lou Evans TIME FLOWN Disq
 Band no. 80 FTA 4772, 1696, 1694, 1684, 4754, 4753
 Starting time 5:52 AM
 Dropping signal 2:11 PM Fatalist
 Last bird in 4:55 PM
 Reason- Did not drop in one hour after dropper release
 Comments- 56 Degrees, 56 Fm. Sunny and clear.
 Weather- Mild. The birds were tired
 because they were flying low over trees. I then put
 dropper out but birds went high and flew longer.

4-25-81 Tim Kvidera TIME FLOWN Disq
 Band no. 80 FTA 1061, 1070, 1071 Cocks.
 Starting time 4:55 AM
 Dropping sign. None
 Reason- Did not attempt to drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

FTA SPRING SERIES #2 FLY

May 31/10/1981

OFFICIAL SYSTEM

5-10-81 Gordon Chater TIME FLOWN 8:43
 Band no. 80 RLOD 125, 205, 148, 172, 159, 208, 114.
 Starting time 6:00 AM
 Dropping time 2:43 PM
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

5-10-81 Al Lukes TIME FLOWN 7:01
 Band no. 8 FTA 656, 1315, 2172
 Starting time 7:05 AM
 Dropping time None
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

5-10-81 Wayne Tomsic TIME FLOWN 2:17
 Band no. 80 FTA 660, 1410, 1420, 1421.
 Starting time 6:25 AM
 Dropping time None
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

5-9-81

OFFICIAL
 System
 (Cont.)

Stanley Ogecalok TIME FLOWN Disqualified
 Band no. ATU 1930- 507 0, 517 0, 518 0.
 Starting time 5:54 AM
 Reason- First bird dropped 9:52. Two other birds kept
 flying but would not drop. Remaining 2 birds flew 3 1/2 hours.
 Timer- John Head
 Weather- Cool, 10-15 mph wind, Sunny! Great Day.

HONOR SYSTEM

5-10-81 James F. Smith TIME FLOWN 12:28
 Band no. 80 FTA 2907, 2905, 2907, 2911, 2920
 Starting time 5:20 AM
 Dropping time 5:48 PM
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

5-10-81 Dan Kinnear TIME FLOWN 10:02
 Band no. 80 FTA 2611, 2612, 2617, 2628.
 Starting time 4:02 PM
 Dropping time 4:02 PM
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

5-9-81 Dan Kinnear had a timer, S. Billinger, who was not a
 FTA member. This is why Dan is found in the Honor system
 rather than the Official. What Dan needs to do is get
 M. Billinger in the ranks with us.

5-9-81 Dan Asencio TIME FLOWN 3:10
 Band no. 80 FTA 230, 2300, 2299
 Starting time 6:35 AM
 Last bird in 10:15 AM
 Dropping time None
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

5-9-81 Time Kvidera TIME FLOWN 2:41
 Band no. 80 FTA 1005, 1007, 1050
 Starting time 5:30 AM
 Dropping time 8:11 AM
 Reason- Did not drop after first one
 down. Trapped him and released another for the exercise.
 Comments- Knew that one of the four cocks was not working
 until too late. Was going to do so wed before fly but had
 to make a rush business trip to Chicago and couldn't watch
 was the number and obviously they did do
 much better after the exchange of birds.

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FLY Fly Results

May 23 & 24

OFFICIAL SYSTEM

5-24-81

Jordan Onater

TIME FLOW 8:57

Birds down 1:31 PM

Last bird in 1:46 PM

Weather- Sunny, 65-80 degrees, wind NW 5-20 mph

Comments- The kit flew in good style although they could have done better.

5-24-81

Mayne D. Tomalc

TIME FLOW 12:59

Birds down 2:27 PM

Last bird in 2:42 PM

Weather- Cloudy, 70-75 degrees, 29.10, Humidity-55%

HONOR SYSTEM

5-24-81

James F. Salch

TIME FLOW 12:59

Birds down 2:27 PM

Last bird in 2:42 PM

Weather- No clouds, Bright sun, 37 degrees, 30.23, Hum. 58%

Comments- Wind came around to N-W in a very steady 15-20 mph. Birds off to a bad start. Very poor flying. Flaw low

all day. Very few birds flying and good taking out at this time. Birds were not tired and did not want to trap.

5-23-81

Edward Bureczewski

TIME FLOW 11:40

Birds down 2:27 PM

Last bird in 2:42 PM

Weather- No clouds, Bright sun, 37 degrees, 30.23, Hum. 58%

Comments- Wind came around to N-W in a very steady 15-20 mph. Birds off to a bad start. Very poor flying. Flaw low

all day. Very few birds flying and good taking out at this time. Birds were not tired and did not want to trap.

5-24-81

Rene A. Lencio

TIME FLOW 5:21

Birds down 2:27 PM

Last bird in 2:42 PM

Weather- Sunny, 65-80 degrees, wind NW 5-20 mph

Comments- The kit flew in good style although they could have done better.

5-23-81

Joe F. Kelley

TIME FLOW 9:23 DO

Birds down 2:27 PM

Last bird in 2:42 PM

Weather- Clear, 75 degrees, 15 mph

Comments- An ideal day for flying.

HONOR SYSTEM CON'T

Joe Kelley- Cont'd

Disqualified reason- Two birds flew over an hour after

the first bird landed. Rule 12

Western- 0-10 mph hum. 65-72

Comments- I threw my croppers after the first bird landed.

I then changed my mind about trying to trap the other two.

Let them fly until evening. A stray bird joined the kit

from 7:04 to 7:55 PM

FLY FLY # 4

YOUNG BIRD

OFFICIAL SYSTEM

6-7-81

Small Beale

TIME FLOW 12:54

Birds down 2:27 PM

Last bird in 2:42 PM

Weather- Nice and clear. 60 degrees NW wind at 35mph at times

they were at a medium height. Real good all day.

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

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Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

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Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

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Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

Witnesses- Harry Hunt, Oskar Zovitch, Carlton Onater

FLY RESULTS JULY 4 & 5, 1981
YOUNG BIRDS

OFFICIAL SYSTEM - NONE

HONOR SYSTEM

Tim Kvidera	FTA-81-125,126,127	15:32	TROPHY, DIPLOMA
Rene Asencio	FTA-81-1976,1979,1985,1987	7:35	
Wayne Tomsic	FTA-81-1406,1409,1410,2744	5:41	

PHOTO PAGES EXPLANATIONS

Page one - Photos from Paul Green. The kit in the upper right are those which flew the 19:01 mentioned in the letter. Upper left is a red, lower middle is a black check. No captions to go with photos of others. They are representative of the type of birds that Paul has.

Page two - Upper left and upper middle are photos of Dale Peters and loft in Ludington, Michigan. Upper right shows Joe Swider with net in hand in front of his rooftop loft in Chicago, Ill. Middle left is the loft of Hiroshi Tagami of Hawaii. According to a photo seen in a recent ATU bulletin Hiroshi has added a smaller flying loft to the right of this one. The photo below Hiroshi's loft is one from Heinz Kaupschafer which depicts the former European record kit and Alfred Lieman. Middle right, next to Tagami's loft is a photo of Stuart Ferguson's loft. Beneath that is a shot of Clive Taylor's loft and under that is Ed Borchers' "Birdlawn".

Page three - Upper left is the late Don Zink's old cock judged as best Flying Tippler at the 1980 ATU Lawn Show. Upper right is Vinny Rooney's young hen picked as best young bird. Next one down on the left is Don Zink's old hen which topped its class. Next to that is a shot of some of the families in the Pool with the show cages in the background. The show was held on the estate of the late Lou Wolfe. Beneath the print hen is a photo of Dick Seabridge and Joe Closson in front of Joe's loft that is in Trenton, N.J. Next to that is the loft of the late Lou Wolfe. The bottom two pictures are of Ray Lamanna's loft inside the garage and flypens out the back.

Page four - Upper left is Bill Mohr's two story loft in Sheboygan, Wisconsin. Upper right is the loft of Rob Schaeffer, Black Hawk, South Dakota. Middle left is a shot of some of John Mead's young bird kit of Hunts and Vertollis with a few droppers. Middle right are some of John's young Priscos, again with some of his baldhead droppers. Lower left is John Mead outside his loft in East Keansburg, N.J. Lower right is what is keeping me so busy. We added the extension to the back, portion with tar paper in photo, and lifted the roof full length to make family room, bedroom, bathroom and storage. Still have months of stuff to do on the inside as well as have to paint the outside.

Page five - Upper left is photo of Joe Closson's loft. Blue grizzle, blue badge and silver are some of the original imports of Joe's Boden family birds. Beneath the blue badge is a shot of the breeding arrangement, or part of it, in Joe's Boden section. Next to that is some of the youngsters, both Boden and Lovatt at Joe's. Lower left is the Cullen hen and lower right the Cullen cock that were imported by Dick Seabridge.

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TRAINING A KIT OF YOUNGSTERS
By Gordon Hughes
From Pigeons and Pigeon World 1962

Firstly, I endeavour to obtain a kit of youngsters of all the same age. I take them away from their parents at the age of approximately five weeks and then feed them as much as they wish to eat on mixed corn for a week. During the next week I commence by feeding them on wheat and gradually cutting down on their wheat, adding more malt barley to the feed each evening until by the end of the week they are feeding on malt barley only. Now I cut down their feed farther, making them sharp and hungry, and yet in good condition.

Each day since taking them away from their parents and whilst this reduction of diet has been going on, I have given them full use of the aviary each day from morn until dusk, wherein they can see all around and more or less get used to the surroundings before they are released. I leave my Fantails also in the aviary each day with the youngsters.

When this has all been done, on a fine day preferably, I release one bird at a time on to the roof with the Fantails, keeping the other youngsters in the aviary in full view of the one released. Should the bird strike up I try to get it down as soon as possible. I always find this first time out is the most tricky, as if the bird strikes up as soon as released for the first time, it is very difficult to get it down, as it is not used to the top of the loft on the outside. However, I do this with each bird until I have them all used to walking on top of the loft and aviary. After a day or two most of the birds will have fluttered around the loft and settled again, except, of course, for the ones which have flown off and not returned. Now is the time to get them flying, but I only let two up at once which are not nestmates and when I have got them down I repeat the performance with two more until the lot have had a short fly. After two or three days of this I let the whole kit up together, being careful not to overfeed them the day before, as once they get on the wing as a kit, even though they are very hungry, they may easily get out of bounds and become lost. However, if they do get lost in such circumstances they have a good chance of returning. I find it is a good thing to keep a couple of old birds with the kit for a week to bring them back home, but the old birds must be very hungry otherwise they may fly the youngsters away.

When I have the birds fully used I let them out at the same time every other day and drop them at dusk, feeding on malt barley with a little linseed. After having done this for a month or five weeks I would consider the youngsters fully trained and ready to be built up for a competition.

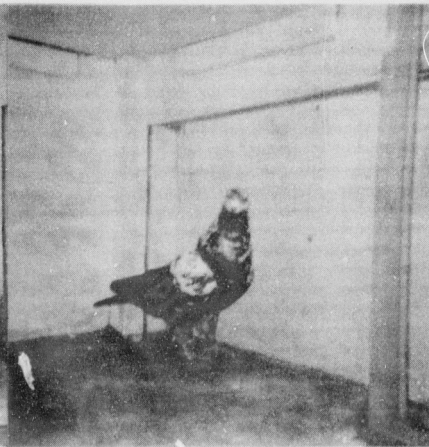
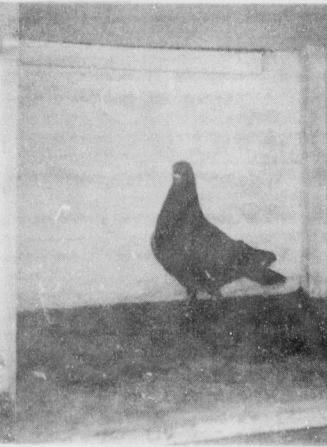
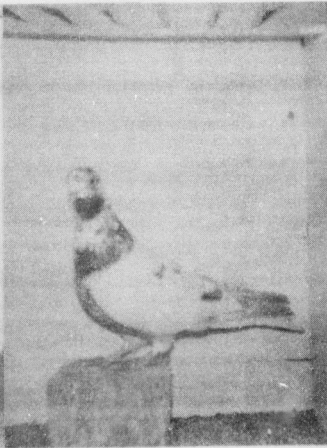
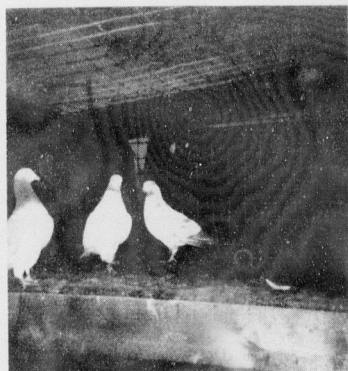
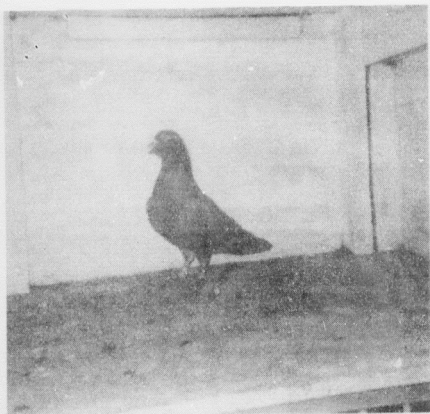
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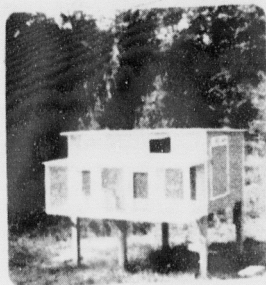
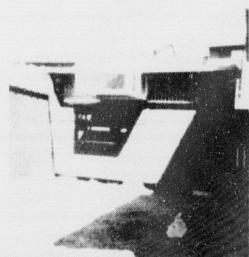
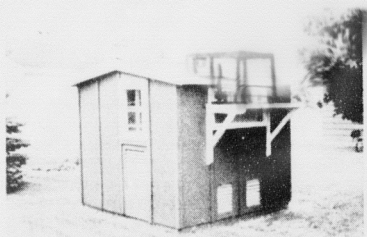
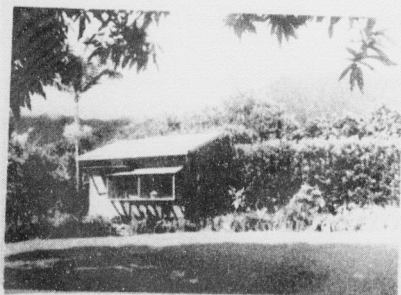
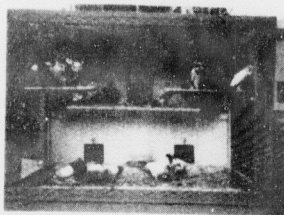
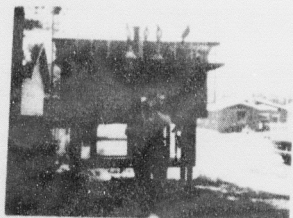
Considering the time it took me to get this bulletin out it is very possible that I will not get another one out before the Fall Series of FTA flying competitions begins. But don't let that be an excuse for you to forget the dates of the upcoming flys. Any aged birds are eligible to be entered in the Fall Series. Dates are September 19/20, October 3/4 and October 17/18 for the normal kits of three to seven birds and October 31/November 1 for the annual Stock Fly in which you must field a kit of at least eight birds. With luck the Canadian postal problems will be ironed out long before then and hopefully we on the U.S. side will not have the same problem with our service

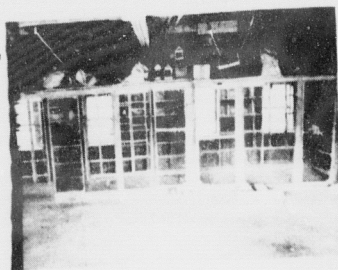
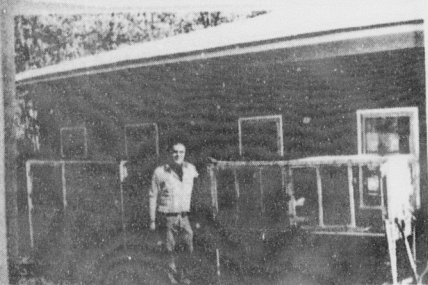
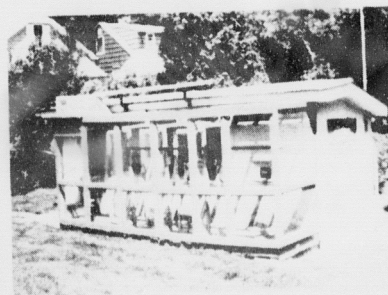
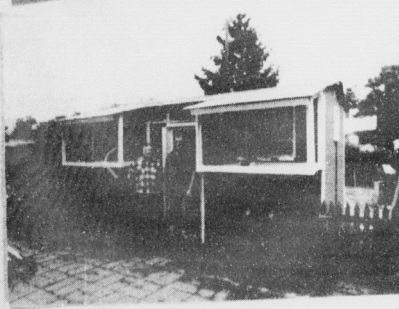
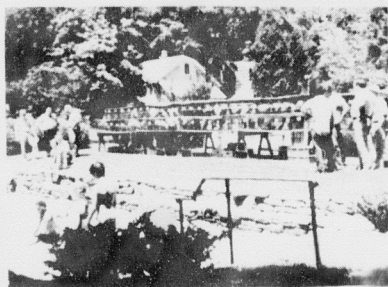
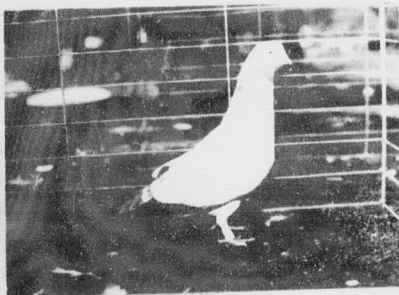
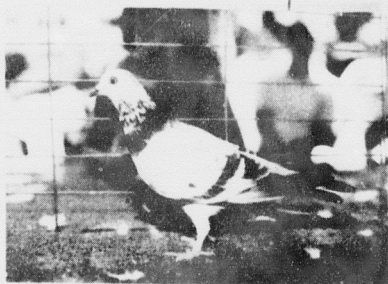
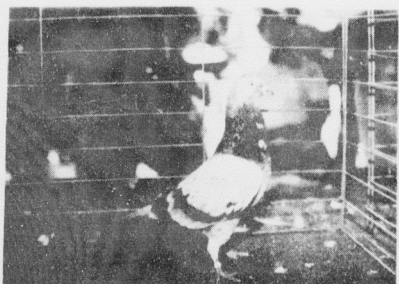
Remember to look elsewhere in this bulletin for your chance to volunteer to help out your club on a couple projects.

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Photos
from
Paul Green
of
England







FLYING TIPPLER ASSOCIATION OF AMERICA
BULLETIN #4 SEPTEMBER, 1981

I am sorry to have to relate to you the sad news that Perc Hagan has passed away. Percy was a Tippler enthusiast who did much for the betterment of our Tippler hobby. He will probably be best remembered as the one who imported the Lovatt birds into North America. This one act sparked a resurgence of quality time flying on this side of the ocean. Perc Hagan died on August 20, 1981, but his spirit will forever live on in the offspring of the birds that he imported.

Perc's birds are being offered for sale. There are about fifty which include both Lovatt and Cullen strains. Among the Lovatts are many which are first generation off the originals and there are some of the original Cullen birds available. The price is \$25.00 per pair with a three pair minimum. The sale is being handled by Larry Pridmore, 12 Alabama Ave., Greenville, S.C. 29611. Phone number is 803-269-2267 with the best time to call being after 7:00 PM on weekdays.

Got the following letter from Mrs. Hernandez....

"My husband, Eddie, asked me to write. Due to illness, he wants to sell his pigeons as he can no longer devote the time necessary to care for them properly.

"He has 25 black Lovatts and one yellow hen. He would like you to advertise them for sale in the bulletin. They can make an offer for them."

Sincerely,
Mrs. Edward Hernandez
1019 Compromise St.
Kenner, La. 70062

If anyone is looking for some good stock either of these two offers above should get you off to a good start.

As I am typing this we are midway between the first and second flys of the Fall Series. I will publish results of our FTA fly competition in the next bulletin. I can include some of the results from overseas.

The August 2nd NTU competition in Great Britain found first going to R. Hardwell with a time of 16:19 followed by H. Shannon - 16:16, K. Potts - 16:06 and 4th to R. Paskin - 16:03. Sectional winners were B. Moore (North) - 15:14, J. Harbley (South) - 15:34, T. Morris (West Central) - 15:39, C. Smith (East Central) - 15:59 and P. Harris (Welsh/Irish) - 16:02. Other times in excess of fifteen hours were K. Powers(15:21), J. Robson(15:17), L. Bakos(15:16), J. Davies(15:12), T. Miller and Son(15:05), G. Holder(15:03), B. Owston(15:01) and V. Lewis(15:01).

Over in Germany the July 4/5th yng bird fly was topped by Erwin Gumpert with a time of 17:34 followed by Dr. Krnja-Aman(16:38), Heinz Schuller(15:54), Heinz Kaupschafer(15:42), Heinrich Look(15:08), Helmut Feide(15:02), Marianne Haritke (15:02) with another ten competitors with over ten hours.

The July 25/26 DFU (Germany) young bird fly was won by Hermann Klemann(14:32) with other top finishers Kurt Quade(14:05), Ewald Bischoff(13:40), Friedel Balbach(13:15), Heinrich Look(13:06), Bernard Grubert(12:52), Erwin Gumpert(12:50), Bernhold Kolthoff(12:33), Karl-Heinz Wurger(12:20).

DFU August 15/16 young bird fly - Reinhard Best(15:08), Hans Klump(14:38), Dieter Bock(14:25), Josef Volmer(12:54), Heinz Schuller(11:29), Herbert Gaul(11:22).

The letters this month have been reshuffled many times over so there is no method to the order of inclusion in the Mailbag feature.....

Jim Campisano - "I have been a member of the Association for a few years now, and have a few questions I hope you can help me with. I became interested in pigeons after meeting a very nice and super dedicated person, Mrs. Carol Kell, a member of the American Pigeon Club. She started me out with a very nice pair of show Tipplers. I soon found out that these were not the type of birds for me. After raising 8 or 10 babies I traded them back to Carol for 3 beautiful pairs of Homers, but the same thing happened. I found a second time that Homers weren't for me either. Don't get me wrong I have nothing against Show Tipplers, Homers or any other type of pigeons. I love them all and wish I had enough room for some of each breed, but unfortunately I don't. I have a small loft, 4 x 8, so I had to choose one breed. So it was back to Carol's loft with my Homers and traded for 3 very nice pairs of Macclesfield Tipplers (and I knew right away that these were the birds for me). But now here's my problem - I do not know the first thing about the breed. I know this is the bird for me and I have started training my birds to fly. I have 14 now." (I gave Jim names of some Mac breeders and suggested that he get a copy of the Pigeon Review Tippler Special. Available through FTA Sec/Treas at a cost of \$5.00 each. TK)

Glenn Baum - "As a new member I received a large package of bulletins and I enjoyed reading them, until I came across one major item that I just don't understand at all.

"Article VIII of the FTA constitution states very plainly, 'The FTA shall be affiliated with the National Pigeon Association (NPA).'

"But why on Earth is that so? Can you state some sensible reasons for that arbitrary choice? Where is the justification? Can you explain why your Association is contaminated by this silly piece of nonsense?

"It should be stark-naked clear to every breeder in Pigeondom that the NPA believes in treating all breeds as if they were Fancy breeds. Well, is their policy reasonable? Does it make sense? DOES THE FTA SUPPORT THEIR POSITION?

"Does it really matter whether a highflyer or a spinner or a racer is judged in exactly the same way that a Jacobin is judged, i.e. strictly by appearance only?

"Surely it does! For just one example, consider the recent APJ article by one Mr. Grabowski, who laments the difficulty of finding genuine spinners nowadays, while most breeders have been sidetracked and rewarded by NPA-approved ribbons and trophies for exhibiting non-performing 'Birmingham Lookers'!

"After screwball showmen (who care much more about trophies than about pigeons) write up an appearance-only Show Standard that gets approved by the NPA, isn't that the kiss of death for any performance breed?

"Please explain to me; HOW WILL PERFORMANCE BE PRESERVED WHILE THE SHOW STANDARD GRANTS ZERO POINTS FOR PERFORMANCE?

"Yes sir, I can tell you where I'm coming from, very plainly. I started out with an interest in the Food Fancy, seeking prolific utility pigeons, not for commercial enterprise, but for my own hobby and dinner table. Well, it was a much tougher and more frustrating uphill struggle than I had anticipated. I never was interested in ugly, flat out mongrels. Virtually all once-proud utility breeds have been overly inbred and hence degraded into slow-working junk, unfit for squabbling. Nobody keeps production records anymore. Nobody talks about performance in the breeding coops of utility breeds anymore -- with very few exceptions, which are mighty hard for a beginner to find. I had an ad published October, 1979 in the APJ Wanted Column, but my only response came from one dumb jerk who didn't have the foggiest notion of what good production even was! I also joined several Specialty Clubs and wrote many letters. But I always heard the same broken record, over and over; 'I'm a showman. I breed to the Standard. No, I don't keep production records on my birds. They are called utility pigeons strictly on the basis of their size, not prolificness.'

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Glenn Baum (cont.) "To my way of thinking, genuine utility pigeons in the Food Fancy should be bred and judged on the basis of their performance in the breeding coop, just as acrobats, racers and highflyers in the Flight Fancy should be bred and judged on the basis of their performance in the air. I have no objection to breeding for beauty - I do so myself - as long as it remains secondary. Performance must come first! If you don't have enough good sense to appreciate dual-purpose breeds, then you're just a screwball Showman WHO SHOULD STICK TO THE FREAK FANCY and breed wierdos that were never intended to do a damn thing except strut around in an NPA show coop!

"When it was originated in Italy long ago, the Modena was a flying breed, capable of pigeon-napping, much like the Domestic Flights of today. But Showmen have clearly sacrificed their flying abilities

"Similarly, when I wrote Doc Horn in 1979 and expressed interest in good producers, he told me bluntly that the A.K.C. was not for me, and he sent me the address of a single breeder of utility Kings way the hell out in California!

"So I must ask you; Are you awake? Don't you see what's going on all around you? Have you ever tried squabbling with French Morlains or Runts or even Giant Homers? Have you ever tried racing Show Homers?

"Some things are obvious to intelligent observers; they don't have to be explained or even pointed out. The sun rises in the East and sets in the West, not vice-versa. That's obvious, except to dummies who cannot read a map. Equally clear to me is that the NPA is the leading organization in America that is dedicated to the gradual degradation and destruction of performance-bred pigeons. SO, WHY SUPPORT THE NPA???"

(Glenn, your article raises some very thought provoking points. I will try to briefly justify the NPA affiliation. We, the FTA, are a small group of pigeon fanciers, say 150 strong, the NPA represents well over ten times that number. theoretically it is an organization dedicated to the service and betterment of the total pigeon fancy in the U.S. There may come a time that the "little" FTA may need the clout of the totality of pigeonfandom. Being a part of the NPA could help in such a matter. In fact what does the NPA do for us? The answer is - very little, at the moment. But then the \$5.00 per year affiliation fee is not financially burdensome and can be compared to an insurance premium - it's money down the drain if you never have to use it, but a great investment whenever needed. At the time of the writing of our FTA constitution the NPA was the only viable fancy-wide organization that could fill such a bill. Read elsewhere in this bulletin for a new wrinkle. TK)

(Regarding the show standard - as the chairman of the Show Standard Revision Committee I think that here might be a good place to quote a couple paragraphs from the letter that I sent to the Committee members...

"The three of us have been involved in the Flying Tippler sport for many years and although we have enjoyed success in the show pen I am sure that I speak for all of us when I say that the major concern is to promote the birds ability to fly. Shows do have their value. They serve as a focal point to gather together large numbers of Tippler fanciers and promote the social side of the hobby. They also give us Tippler fanciers the chance to show other pigeon fanciers just what a Flying Tippler is and thereby serve as a conversation point which can develop new tippler breeders from the ranks of the other breeds. Basically for this last reason we have to be sure that the pigeon fancy gets a proper education concerning our breed.

"The standard that the NPA is going by is one sent to them by John Curley which puts it in the neighborhood of 20 years old or so. Back then the stereotype of our breed was only accepting prints, mottles and grizzles as being Tipplers. We know that Flying Tipplers are not limited to those colors, but the pigeon fancy

(TK comments cont.) "is still a generation behind, or more. Fifteen years ago I exhibited a red self bird only to have it disqualified because the judge said it was a Roller. You guys in N.Y. have been accused of showing Homer crosses by the 'great master'. It is people like these who we must strive to re-educate because they are the mentors of many unknowing who are on the verge of becoming the generation of the ignorant." TK)

Martin Dael - "I would like to thank all the men who helped me to get started in Tipplers. Thank you Stan Ogozalek, Jim Smith, Al Lukez, Bob Kennedy, Bill Conboy, Henry Bampfield, Tim Kvidera, Werner Ubersax and Robert Schaeffer. Thank all of you so very much and the best of luck in the future."

James Hanson - "I've been having hard luck. I have lost 19 birds since I last heard from you. I went to work one morning, and put out 9 young and 2 old birds, not knowing that a storm was coming through. I returned from work at 5 PM, they were going just fine. Then I noticed the clouds started turning red and very dark. The wind came up all at once. I put out the droppers and called the birds down. Just as they came down somebody whistled, the dogs started barking and they went up never to be seen again. Through the set-backs I'm still hanging in there. I have 19 young birds that are doing very well. I went to the summer show at Odenton, Md. I did very well, with my young birds. Won a nice trophy for best young bird."

Joe Kelley - "The club should make a list of the best times flown on each of the Spring, Summer and Fall Series so the flyers will know if they have broken any records." (Joe, one of the projects that I would like accomplished some day would be a tabulation of the ten best times for each fly throughout FTA history. I have results that go back to 1967 but have never had the time to go through them. Any of you long time FTA members out there keep all the old bulletins and are willing to take on such a project? TK)

Richard Strain - "I would like to say I am very much in favor of the FTA enrolling in the American Pigeon Fanciers Council (re: Sept. APJ, page 39, report by Tanner S. Chrisler) and request that you put this proposal to a vote of the membership."

I. M. Turton (Recieved prior to Perc Hagan's passing) - "I learned some time ago, with sadness, that my good friend Perc Hagan was ill and in the hospital. I had wished for him a speedy recovery; and that he would be out of the hospital to carry on the expert breeding and flying of his precious Flying Tipplers. However, I notice in the August, 1981 Bulletin which I have just recieved that things have not worked out for Honest Perc as I had hoped. This recent Bulletin tells me that instead of getting better he is getting worse - which news fills me with deep sorrow."

"I would be extremely happy if you could find it possible to publish this letter in your next Bulletin so that he and his relatives and all Flying Tippler Association members and his close friends can see that his long-time friend, Isley Turton - far away in Jamaica, West Indies - remembers him and the very happy times we used to spend in the old days corresponding with each other over that wonderful little pigeon known as the Flying Tippler."

"I am very glad that you mentioned in the said Bulletin the fact that good old Perc was the first American Flying Tippler fancier to import the famous Lovatt strain of Flying Tipplers into the United States of America."

"I must close by saying that I am hoping with God's help that Perc will overcome the illness (as grave as it is) and be out of the hospital sometime in the near future. I have not forgotten the old saying; 'Whilst There Is Life There Is Hope' I remain, as ever, I. M. Turton, Better Known in Club Circles as The High-Flyer"

Olin Grant - "Thought I'd take a little time and write about a fellow member of the FTA. His name is James Smith from Norwich, Conn. I'm living in Enfield, Conn. at the present time - about an hours drive to Mr. Smith's home in Norwich. After moving back to Conn. from South Carolina it didn't take me but a few days to write to Mr. Smith on the subject of Tipplers. We wrote back and forth for about six weeks before I got a few days off from work to make the road trip to Jim's home. I found him home - with his wife and daughters (Real nice people). Jim and I chatted a while before entering his loft. He keeps his loft very clean. His Tipplers are very calm acting and know Jim when he appears. I came away, after the visit, with a young pair of Tipplers. I told Jim that I did not expect to ever let this young pair of Tipplers have their freedom - as I valued their ancestry too much. I had already completed a good sized aviary and a small coop on legs in which to raise just this pair. It was about 10 days after I had them settled to their new quarters - when I discovered their aviary door unlocked. I immediately got out of my car and stood shocked by the event. The small blue bar was already outside on top of the coop at this time and in about one minute the dun checker flew up to meet him and look at the environment also. I just shook my head in disbelief of what was happening or about to happen.

"They both were quite content, even though I haven't the best or ideal area to fly pigeons. (Very much traffic and much noise in this certain locality where I rent my home) This young pair of Tipplers stood like statues for about ten minutes - and then came the moment I feared the most. They took to the air with only a few circles around the house and traffic, before heading straight for the blue sky. There were very few clouds in the sky at this time of day (which was about 11 o'clock in the morning). It couldn't have been more than 20 minutes before my daughter spotted them in the sky - so high up they looked like bugs. I figured this was the end of them - and also for the little boy who opened the locked cage, namely my son Olin, Jr. I kept up a constant watch and saw both them flying real high after a good hour and noticed they must be enjoying themselves (wished I was). It was about 2:30 P.M. when they must have decided they needed a drink and came down slowly descending directly on top of their small coop. I still can't believe it!! Never have I seen such a live demonstration of perfection. They weren't even out of breath - but they did trap fast - once they saw me put the small watering tin inside their coop. After all was settled (including me) I promised myself to write this letter to let the other Tippler fanciers know that this Mr. Jim Smith certainly knows his Tippler breeding as well as flying. This is the first real pair of high flyers I've ever owned and believe me I really appreciate these little flying devils more than anyone can imagine. Like I said to Jim, I'd rather have one good flyer than fifty 'eaters'. I just love to watch them soar and rake. It's good for my neck muscles too. I strongly advise any novice like myself to start out with flyers from a proven genuine flyer. Mr. Smith is certainly a man of this caliber and I advise anyone going into this sporting hobby to at least talk to Jim - he's certainly got the know-how in my book. In fact if it hadn't been for Mr. Smith I wouldn't have ever even been introduced into the FTA. Jim even paid my tuition into the sport to see I got a decent start.

"If the FTA is made up of members like James Smith it's got to be a winning organization with much potential in the near future. From a very happy member, Olin T. Grant"

Joe Smith - has changed jobs and has been very busy since April. He is the manager of the Officers' Club at Hickam Air Force Base, Hawaii and has been working seven days a week. Is finally going to start taking one day a week off and hopes to give the birds some attention then

Joe Quinn (Chairman of the American Pigeon Fanciers' Council) - sent an invitation for the FTA to sign up with the APFC. Cost is \$0.10 per member of the club, which for us would come to \$13 to \$15.00 per year.

Cleveland Tippler Union - "We, the local club known as The Cleveland Tippler Union, petition the FTA in accordance with article III, section 5; to be known as a local club for the Cleveland area. We agree with the articles and rules set down by the FTA. Signed, Dobie Peric, Thomas Zieliniewski, Wayne Tomsic, Al Lukez"

Wayne Tomsic - "To explain a little more about our club, the Cleveland Tippler Union. We decided to fly only six races in conjunction with the FTA fly dates. We chose the three old bird flies in the spring and the last flies in the fall for our own young bird flies. We charge a \$5.00 entry fee per fly. The money goes for a trophy and the balance goes into the club to obtain supplies and to cover any club doings, like a dinner or a picnic. We now have nine members....

Dobie Peric, who is our president, he flies Bodens and Hunts.

Tom Zieliniewski, who is the new vice president, he is starting with Lovatts and birds from Oskar Zovich in Canada.

Albino Lukez, who flies Lovatts and Zovich.

Wally Misovic, who has Lovatts and Hunts.

Milan Markovic, who can get any bird to fly time. Milan puts a lot of time training the birds. He flies Boden and Hunt crosses and some Lovatts.

Florian Bielawski, who likes the Canadian birds.

Louie Wittich, who flies Lovatts. We have to get Louie to use droppers because he keeps putting the birds over from early morning.

Mike Palshook, who likes the grizzle type Canadian. Mike likes birds that fly high in the clouds.

Wayne Tomsic, who flies mainly Lovatts. Wayne is the Secretary/Treasurer and local club Central Timer.

"I hope that this is of some interest to the other FTA members. All it takes to get a club going is three members and a little interest in competition."

Jim Smith - "Let's go for it! \$15 or 20.00 is not much to throw into a losing cause. After some of the frill we are considering I'm sure our treasury could absorb this opportunity to expand the life of our hobby a few more years. What do you think?" re. signing up with the APFC.

Martin Beedie - "I'm a novice at the sport of Tippler flying but have kept pigeons for almost 10 years when I was younger. Oskar Zovich has been a great help to me in selecting birds, health care, preventive medicines, tippler history and meeting other Tippler men in and around Ontario. He and a friend of his, Kemo, introduced me to Lovatts and I've taken a real liking to them. I intend to breed 12 pairs of birds this year although not all Lovatts. I've been trying to fly 6 birds, 3 that I raised and 3 that Oskar raised, without much luck but 2 look promising. I'm getting the hang of it and am confident that I and the birds will do better in the future."

Bill Mohr - Has had a very successful breeding season and has a number of good birds to sell. His foundation stock came from Bob Kennedy, Wayne Tomsic and Tim Kvidera and the birds offered are from them as well as crosses of same. Bill can be reached at 1330 Georgia Ave., Sheboygan, Wisc. 53081 phone number 414-452-3534

Jim Smith - "I was very pleased by the comments made by Mr. LeRoy Behlman. This idea is a good one and deserves some consideration. The only area I would question would be if and when the Stock Fly record is broken. This fly takes place at the end of the year. We all know this is a very bad time to fly birds. Now if a record fly is made at that point in time to put that flock up again in a week or two could be inviting disaster as the days are becoming very short by then. Still this is a good concept and, so far, it is better than anything else that has come along. Also Clive Taylor was kind in his remarks. I'm sorry to say, though, that I have not solved the Honor System problem. We had a Homer flyer who said he would referee and, at the time, he was sincere. But when it finally hit home what was expected of him he changed his mind. So, back to square one!!!"

Hermann Buenning - "I had a very interesting visit with Richard Seabridge, who recommended that I get in touch with you regarding the following; membership in the FTA and purchase of the May 1980 issue of the Pigeon Review (Tippler special). I am looking forward to my participation in this sport. I have flown Homers for 30 plus years, which I enjoyed. This will be a brand new thing for me so any suggestions would be greatly appreciated."

Omer Ogren....sends the following suggestions concerning our fly competitions

"THE NEW F.T.A" (courtesy of Lee Iacocca)

I. THE FTA CHAMPIONSHIP SERIES

- A. This would be a 3 fly series, for Official System flies only, consisting of the third fly of each of the Spring, Summer and Fall Series resulting in:
 1. An Old Bird Championship Fly
 2. A Young Bird Championship Fly
 3. An Open Championship Fly
 4. A Championship Series Aggregate Time Winner
- B. For this 3 fly series any FTA member living within 25 miles of another member must fly on the Official System (courtesy of Stan Ogozalek)
 1. Members affected by the 25 mile rule must fly in at least 2 of the 3 flies or be disqualified from flying on the Honor System the following year.
 2. The remaining 6 flies and Stock Fly would be contested as they are now with everyone having the choice of flying on the Official or Honor Systems.
- C. Hopefully this series would:
 1. Help meet the desires of the members wanting a more traditional approach to the sport while at the same time retaining much of the flexibility of the current system.
 2. Become the high point of the flying season, giving the breeders 3 flies to aim and plan for when they know the competition will be at its highest level.
 3. Lead to larger turnouts for the other flies on both systems.

II. REQUIREMENTS FOR REFEREES

- A. Allow other pigeon fanciers to act as referees (courtesy of James Smith) with the stipulation that they are a member of the NPA or one of its affiliated clubs, a Racing Homer club or a Roller club.
 1. In Canada allow members of the CNPA to act as referees (courtesy of Dan Kinnear)
 2. For a non-FTA member to be used as a referee, a letter from their club stating their good standing with that club would be required in advance of the fly.
 3. If a referee is found guilty of cheating the FTA would place an ad in the APJ and the PR and place an item in the appropriate club magazine stating the referee's name, the charges and their guilt.

III. AWARDS

- A. Gold Metal Kit
 1. This award is based upon the Dutch Tippler organization's award for the Champion - Team for a particular year.
 2. Since few people get to set records this award would give more people a chance for special recognition, in this case saying that they had the best kit in the FTA for a particular year.
 3. The FTA could possibly honor both the best Young and Old bird kits
 4. It should be limited to kits flown in the Official System.
- B. Honor Roll (courtesy of the Brown Swiss Association)
 1. This would be a record of the top 5 (or 10) all time flies for Old Birds and the top 5 (or 10) for Young Birds.
 2. This would honor breeders who, although they didn't break the record had an outstanding fly deserving of special recognition.

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Omer Ogren (cont.)

3. Possibly the FTA could award a special certificate.
4. The Honor Roll could be published once a year in the FTA Bulletin.

C. FTA Diplomas

1. The present requirements seem too low to me as an eight hour time should be a training flight.
2. I am suggesting that the minimum be raised to ten hours.
3. An alternative proposal is to have graduated diplomas.
 - a. Qualified Fly 8 to 9 hours 59 minutes
 - b. Superior Fly 10 to 11 hours 59 minutes
 - c. Elite Fly 12 hours and above
- 4 I know it is easy for me to preach having never done this, and it might be years before I get up to 8 hours but I was just thinking of the breed as a whole and its standards with the proposed change in requirements.

P.S. Since the 25 mile rule may affect some who would otherwise be flying on the Honor System and their resulting yearly aggregate time I suggest that for the 3 flys in the Championship Series, members not affected by the 25 mile rule may fly on the Honor System but the times will not count towards the yearly aggregate time totals.

Thanks Omer. You have put an awful lot of thought into your proposals and they contain much food for thought and many good points.

New members since the roster was made up. A hearty welcome to all.

Tom Zieliniewski - 3834 East 53 St., Cleveland, Ohio 44105
 Mike Palshook - 10047 State Rd., No. Royalton, Ohio 44133
 Louis Sarkany - R1 Box 351, Milton Pa. 17847 ph. 717-742-4035
 Martin Beedie - 28 Corbett Ave., Toronto, Ont. Canada M6N 1V1
 Micheal Cuttone - 445 Long Island Ave., Medford, N.Y. 11763 (Junior Member)
 Jack McPartland - 16 Brandy Lane, Wappingers Falls, N.Y. 12590
 Wayne Hertz - 125 Linden Ave., Hanover, Pa. 17331
 Donald Lewis - 614 Chandler St., Topeka, Ks. 66607 ph 235-3832
 Hermann Buening - 730 James Ct., Reno, Nevada 89503 ph 702-747-7753
 Ang Ling Que - 1235 Solice St., Tondo, Manila, Philipines

FLYING TIPPLER ASSOCIATION OF AMERICA

Tim Kvidera Sec./Treas.
 13610 Johnson St. N.E.
 Anoka, Minnesota 55303

FIRST

CLASS

MAIL

Ed Hernandez

FLYING TIPPLER ASSOCIATION OF AMERICA

BULLETIN #5 DECEMBER, 1981

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Hope that this bulletin finds you and yours enjoying a happy and healthy holiday season. And best wishes to you all for a successful New Year. Lynn and I would like to thank all of those who thought to send us Christmas cards, although we do not find time to personally answer them all they are all greatly appreciated.

As some of you know I was out East on business the week before Thanksgiving and had the pleasure of seeing a number of the Tippler fanciers there. I left Minnesota just before 14 inches of snow hit and collapsed the dome of the new stadium in which the local professional "amateur playing" sports teams (Twins - baseball and Vikings - football) are due to take residence next year. Also missed a ice storm which shut down the Twin Cities a day. Enough of what I missed, now for what I was able to do bird-wise on the trip.

After stopping at a couple Fantail lofts the first day I drove up to Keyport for an evening with the Ogozaleks. After visiting over supper John Mead stopped in to add to the conversation. We looked at Stan's birds and lofts, which he is in the process of remodeling to include more individual boxes, we took a ride over to see John's set-up. John had recently completed a change to his loft in which the flypen seen on the right in the photo in the August bulletin has been enclosed as a breeding section. John still has a few Vertolli and Hunt birds but appears to be stressing the Lovatts more, having recently added some very nice birds from Seabridge and Kennedy (if I remember correctly). Unfortunately it turns out that most of the photos I took at John's didn't.

The next evening happened to be the meeting night of the Central Jersey club so it was off to Joe Closson's in Trenton to see that group. I have a feeling that I am forgetting someone, and if I am my sincerest apologies. It was a pleasure to see at the meeting Ed Borchers, Joe Closson, Stan Ogozalek, John Mead, Bob Mentel and Dick Seabridge. Besides sitting in on their meeting we discussed the FTA constitution and fly rules and potential changes. Unfortunately there was not time to see Joe's birds. I had seen them on a previous trip and there are some very nice ones. By this time he should have completed his move to the new house and loft. From what I hear it is a much better place to fly out of so watch out next young bird series as Joe should be heard from.

As business was going to keep me in the area over the weekend I decided that a trip out to Holbrook, Long Island was long overdue. Ed Buraczewski, Ro and Sue took very good care of me and as usual Ed has some very nice birds to inspect and discuss. Sunday Ed took me to meet John and Mike Cuttone and see their loft and birds. This father and son team is fairly new to Tipplers but they are enjoying them very much. They have not settled down yet as to which type of Tippler they prefer but there were some very nice looking Canadians there in a wide variety of colors. From the Cuttone's we drove in to Deer Park where we were supposed to see "Ledgend" Bob Kennedy. Unfortunately we were unable to cross paths with Bob, but we did view some very nice birds through the screens. We then stopped at a couple pet stores, but nothing exciting to mention there.

Ed and I did a lot of talking about the constitution and fly rules and hopefully we are getting close to the point where we can wrap this matter up. We have got the NPA recognised show standard reworded so as to let all know that to be a Tippler the bird does not have to be a print colored pigeon, but think that it would be a good idea to include profiles of the various shapes of heads seen on the different families of Tipplers. That task has not been tackled yet.

Thanks again to all who made the pigeoning part of my trip go well....now if we could just get the business end to go as well, but then they are not literally for the birds - just figuratively.

From the discussions while out last it appears as though we are close to having the committee's proposals ready for the Board to look at and eventually for the membership to vote on. Hopes are to have it all put to bed before the upcoming 1982 fly season. Ed is in the process of putting together the proposals that the committee consider needing changes or clarifications.

You will note from the following fly reports of the Fall Series that we enjoyed a nice increase in the number of competitors in the Official System category with some very tight competition between them. I would like to thank all those who took the time to put up a kit this past season. Hope that you will continue to do so next year. Congratulations to all the winners as well as to those with diploma times. Due to the lateness of my receipt of the results and the upcoming holidays unfortunately I will not be able to get the diplomas and fly winnings checks out to you for a while yet. I hope to get them put together sometime over the holidays then out shortly thereafter.

FTA FALL SERIES FLY RESULTS

Sept. 19 & 20

OFFICIAL SYSTEM

			TIMER
Al Lukez	FTA-81-534,537,551,555	8:29	Zieliniewski TROPHY&DIP.
Richard Seabridge	FTA-81-243,274,275	7:13	Borchers & Mazur
Louis Wittreich	FTA 81-2743,2731,2750,1404, 1405,1402	7:00	Tomsic
John Mead	ATU-81-987,990,992	6:31	Ogozalek
Wayne Tomsic	FTA-81-2940,1405,1422	DISQ	Lukez' out of bounds

HONOR SYSTEM

Jim Smith	FTA-81-3204,3205,3207,3217,3218	8:50	TROPHY, DIPLOMA
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Oct. 3 & 4, 1981

OFFICIAL SYSTEM

Richard Seabridge	FTA 81-244,263,274	11:26	Borchers TROPHY, DIPLOMA
Wayne Tomsic	FTA-81-1415,1419,1427	4:04	Wittreich
Louis Wittreich	FTA-81-1404,1402,2733,2731	DISQ	Lukez not all down in hr.
Al Lukez	FTA-81-526,537,525,555	DISQ	Tomsic split over hour
Oskar Zovich	FTA-81-692,693,694,698,697	DISQ	Hunt out of bounds
Stanley Ogozalek	FTA-81-2515,2513,2533	DISQ	Mead not all down in hour

HONOR SYSTEM

John Mead	ATU-81-984,992,990	8:55	TROPHY, DIPLOMA
Tim Kvidera	FTA-81-177,173,179	7:09	
Ed Buraczewski	ATU-81-558,561,581	5:55	
Jim Smith	FTA-81-3204,3207,3211,3217	DISQ	had to leave after starting kit

FLY RESULTS October 17 & 18, 1981

OFFICIAL SYSTEM

Richard Seabridge	FTA-81-244,263,274	11:23	Borchers TROPHY, DIPLOMA
Al Lukez	FTA-81-525,526,537	DISQ	D.Tomsic out of bounds
Louis Wittreich	FTA-81-2726,2749,2741,2730, 2732,2729	DISQ	W.Tomsic hour limit

HONOR SYSTEM

Jim Smith	FTA-81-3203,3204,3205,3207, 3211,3217,3222	7:40	TROPHY
Tim Kvidera	FTA-81-177,178,179	DISQ	split and away over hour

STOCK FLY Oct 31 & Nov 1, 1981

OFFICIAL SYSTEM

G.H. Chater	FTA-81-608,3309,3316,3318,3319, 3320,3328,3339,3342,3412,3425	9:06	Kinnear TROPHY, DIPLOMA
Louis Wittreich	FTA-80-1405,1438,81-2749,2741, 2729,2726,2732,2730	DISQ	Tomsic split over hour
Al Lukez	FTA-81-515,516,548,524,506,526, 537,225,2163	DISQ	Wittreich out of bounds

HONOR SYSTEM

Jim Smith	FTA-81-3204,3205,3207,3211, 3217,3218,3222,3224	DISQ	Split over hour
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1981 FTA AGGREGATE TOTALS

OFFICIAL SYSTEM

Gordon Chater	35:10 (4)
Richard Seabridge	30:02 (2)
Al Lukez	24:08 (5)
Smail Basic	22:02 (2)
*Wayne Tomsic	10:01 (5)
*Dan Kinnear	9:36 (1)
Stanley Ogozalex	9:20 (4)
Louis Wittreich	7:00 (4)
*John Mead	6:31 (1)
Joe Closson	0:00 (1)

HONOR SYSTEM

Jim Smith	47:35 (6)
Ed Buraczewski	25:57 (3)
Rene Asencio	25:37 (5)
Tim Kvidera	25:22 (7)
George Cant	10:30 (1)
*Dan Kinnear	10:02 (1)
Joe Kelley	9:00 (2)
*John Mead	8:55 (1)
Richard Strain	7:23 (1)
*Wayne Tomsic	5:41 (1)
Lou Lang	0:00 (1)

* Denotes that the contestant competed in both Official and Honor Systems during the year.

() Indicates the number of times that the flyer competed in the respective system.

Congratulations to Gordon and Jim for topping the aggregate charts. This season saw some very good times flown, but it is obvious from the above aggregates that we had many disqualifications. Let's see if next year we can field better trained kits and lower the disqualification rate.

Since the last update we have been joined with the following new members. Welcome.

Sean McGroary - 444 Oceanside St., Islip Terrace, N.Y. 11752
 Lester Brozyna - 24 Sycamore Dr., Hazlet, N.J. 07730
 Vito Piazza - 615 Outlook Ave., No. Babylon, N.Y. 11704
 Michael Franz - 157-14 84th St., Howard Beach, N.Y. 11414
 Robert Mentel - 128 Washington St., Long Branch, N.J. 07740
 Gustave Wiese - N52 W24230 Lisbon Rd., Sussex, Wi. 53089
 Bill Sandifer - F-7 Hillside Ave., Highlands, N.J. 07732
 Don Henderson - 5382 Sawmill Rd., Paradise, Ca. 95969 ph. 916-877-6047

It has been eight months since I made the room to thank those of you who sent along a little extra for the club with correspondence, dues renewals or band orders. A big FTA thank you to Art Bruce, Remondo Canade, Jim Smith, Stal Gallichan, Salvatore Serio, Jim Smith, Joe Smith, Martin Beedie, Bill Mohr, Oskar Zovich, Bill Sandifer and Bob Rugaber and Don Thornton.

The FTA still has a supply of the Pigeon Review Tippler Special issue on hand to sell to interested parties. Cost is \$5.00 per copy. I have not heard anyone say that it was not worth that and then some. Anyone interested in Tipplers who does not have a copy is definitely missing a very informative collection of information on our hobby. This price was set before the past postal increases when it cost 50 ¢ to mail out. Now the price is \$1.14 or so. The club will not turn down any help in the postage.

The 1982 FTA bands will be sent out about the tenth of January as per the constitution. The cost remains the same as last year, \$3.00 per each lot of 25. Here again postage is up, to 29¢, and the cost to the club for the bands up. So help here too will be appreciated. Most likely next year we will have to raise the band prices.

Again due to constant shuffling there is no order to the listing in the Mailbag....

Bill Sandifer - is a member of the Central Jersey Tippler Club and hopes to get a chance to met me on one of my trips out East.

Rob Schaeffer - has been very busy, had a great breeding season but was helped in his culling by the North Wind.

Bob Rugaber - "After two years of my best efforts I have been unable to get my Mac's to fly more than an hour or so on the very best days. Also they never go even medium high. I was ready to get rid of them and concentrate on my Racing Homers. Finally I called Wayne Tomsic and asked for his help. He invited me over to see his set-up and talk over my problems. So in mid-October my wife, Joan, and I drove over to Cleveland on a clear cool Sunday. Wayne and his wife Sharon made us feel very welcome. For the first time I got to see a kit of Tipplers way up in the clouds. Just what I have been trying for myself for two years. So, I came home with four pair of Lovatts. These are now very much at home in my loft. I can't get over how tame and easy to handle they are. Not as pretty as the Macs, but if they will fly for me I'll learn to love them."

Don Kieser - "I missed you at the NYBS in Louisville, Ky this year (because I was unable to make it this time - TK). We had a good show. We are trying to get a Tippler club around here and have some flying. We have about 9 or 10 men that have Tipplers. I am retiring from work Dec. 14 so I will have time to spend with my birds. Hope to see you at the next NYBS." (we plan on trying to make it, TK)

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Mailbag continued....

John Harris - "Haven't done much with my birds - my loft sits in the middle of what looks like a jungle. With those conditions it is very difficult to settle and fly Tiplers, as you well know. In a couple weeks I will become an 'octogenarian' you can call me 'OCTO' for short. No, I'm not bragging, just mostly complaining. Am getting used to the aches and pains which go along with 'old age' so am mighty thankful to be around so long."

John Rattledge - "Hope all is well and your birds still giving you pleasure. I've now cut down to 21 and find it very pleasing to just look after a few. At one stage during the Summer when babies were, about I had about 50." John is the editor of the National Tippler Union Newsletter over in Great Britain. He does a great job and is exchanging bulletins with us. If any of you are interested in receiving a copy of the monthly NTU Newsletter it can be purchased through John at a cost of \$16.87 per year (U.S. funds) or 9.48 English Pounds. This price includes air mail postage.

Martin Beedie - has just built new nest fronts and boxes and expecting a good upcoming breeding season.

Gustave Wiese - has been a Racing pigeon man most of his life. Recently got some Tiplers from Don Thornton.

Wayne Tomsic - sent in a number of photos. These make up the two photo pages that are in this bulletin. Thanks Wayne.

Oskar Zovich - "Finally I got the courage to write you a letter and let you know about the happenings in the Tippler sport up here (Canada - Toronto area). Well I can not brag much about my own success, since I had nothing but bad luck. First a neighbor put in a complaint about me keeping the birds in the garage. Then I was sick most of the summer. And to top it off I couldn't do anything with the first nest birds. Every time I was trying to drop them banging and yelling was in due course from the above mentioned neighbor.

"Inspectors were coming regularly once or twice a week since there were all sorts of complaints, but none of them valid (except the one about the garage). So, I got in touch with the Alderman of the area wherein I live. After explaining to him what my problem was I was advised to put in an application for a new coop with an amendment for the Tippler pigeon, since the by-law which was passed in 1973 covers only Homing pigeons. I did as I was told, sent in the application with a plan for the coop and also an explanation of exactly what I wanted to do. After a while the city clerk invited me to attend a council meeting. Well, I must have made a good impression on the members since one of the officers put a motion in to accept my plan for the coop which passed unanimously. They also said that I should continue to train the birds according to their needs. As a result I built a new coop, not as big as I would have wanted, but still better than nothing. It has a breeding section of 6 x 7, feeding storage 3 x 6, two flying cages of 2 x 2½, one of 2 x 4 and a community cage for young birds 4 x 4. Also two portable flypens of 4 x 3. I almost forgot to tell you about two fine gentlemen, Sid Billinger and Martin Beedie, who were working so hard. It was so hot, but they would never stop for a moment until the coop was all finished and ready for the birds to be put in.

"Once the birds were in I started to train a new bunch of youngsters. I stayed most of them, but some of them did not fly to my liking, so I got rid of them. I selected four young cocks and trained them hard on barley and goose wheat. They flew up to 9 hours on it so I hope to have a good kit of old birds for next year.

"I was also having a great pleasure watching Mr. Henry Hunt's four young cocks flying some really good times and at a nice height to watch.

Mailbag continued...(Zovich) "If I was not flying my own or watching Mr. Hunt's then I was going around with the other fellow Tipplermen, Sid Billinger, Marty Beedie, Gord Chater, Helmut Lemke and Frank Green just to name a few. I also had the pleasure of meeting a lot of other gentlemen and was lucky enough to see and handle a lot of different Tipplers that I did not even know existed here.

"In the small community of Sanford I met Mr. Jim Merrill (hope I am correct in spelling his name) a Welsh man who brought his birds from Wales in the late fifties or early sixties. They are all blue and black prints, rather big birds, and of Waterfall strain. He also had a coop of Balmer's yellow mottles.

"I also met Johnny Greaves who was the late Jack English's partner when they broke the young bird record in 1933 with a time of 15:55. It is too bad that these birds are not looked after any more. They are not being banded, nor is any one keeping a record on them. To look at they are most beautiful black mottles, dun mottles, grizzles and blacks. Then I also met Mr. John Deacon who keeps birds of the late George Bosstin strain, mostly blue and black prints but also some mottles grizzles and duns. This is only a few that I mention, there are a lot of others who keep Tipplers.

"So considering all of this we should be able to do a lot better than what we are doing. We are importing birds from England, Wales, Ireland or from elsewhere in Europe, yet nothing is happening. I do not believe we will achieve anything by importing all the best birds, if we do not know what we are doing with them.

"Why don't we sit down and try to analyze what is wrong? Well it is not the birds. My friends it is us! We do not want to spend the time with the birds. We overfeed them, do not use droppers, let them come down when ever they want, or very plainly said we are doing everything up side down. Yet we would like the birds to fly as good as they do in England, Germany, Holland, Wales, Ireland, or as good as they flew years ago here in Canada. I believe it is possible to fly again just as good, but we have to dedicate a lot more time to the birds, stick with one method of training, rather than experimenting. So, if we do everything right and the birds still do not fly, well then we know that it is the birds to blame.

"The way we are doing right now, by purchasing the best birds and then managing to destroy them, is the sure way to kill the sport.

"In order to make a progress we should stop fooling ourselves by hoping that this 20 hour type family of birds will fly an easy 15 - 16 hours for us. Remember those great gentlemen of the past were very dedicated to their birds and the sport as such.

"By concluding this letter I would like to suggest that we stop finding excuses, but rather start working hard, so that we can do a justice to the birds and the sport."

Sukhminder Sall - "I was wondering if you could help me find some pigeons that REALLY fly high. I am not interested in competition flyers, but only in those that fly high. By 'high' I mean that they fly so high that on a clear day if they are directly above you cannot see them. They will be higher than the airplanes. Many people say that they have high flyers, but actually they do not go so high that they go out of sight. I am not concerned which kind of pigeons I get - just that they fly out of sight. If you could put me in touch with someone who could help me find the pigeons that I want I would appreciate it." There are many conditions that enter in the height that a kit will perform. Besides the strain of birds, and possibly more critical, is their physical condition and the weather. Under the proper conditions some types of birds more consistantly perform at the higher elevations. Mr. Sall is obviously looking for such a bird. If anyone can help him in his quest please contact him at 2020 N. Giddings, Visalia, Ca. 93291 phone number 209-733-9912.

JUST NOTICED THAT I FORGOT TO INCLUDE JOHN RATTLEEDGE's ADDRESS ON THE OTHER SIDE THIS PAGE. It is 123 Willoughby Rd., Boston, Lincs, Great Britian PE21 9HR

Mailbag continued....

Don Thornton - "As you know I have been on another job for the past three years, working days, so don't have the time I used to have with the birds. Usually from spring to late fall I take off for our place up North on Friday night and come back home Sunday night or Monday morning, so I guess I won't fly competition until my weekends up North come to a halt for some reason. However, I have been doing some remodeling on my breeder loft when I have time and I have disposed of all my Rollers but two favorite pairs. So I can devote more time flying the Tipplers. Getting rid of the Rollers was not easy since I go back over 35 years with Rollers.

"We took a ride to Sheboygan a few Sundays ago and stopped at Bill Mohr's to visit and picked up a few nice youngsters of Bob Kennedy strain that Bill is raising. So now along with the Kvidera blood I will try some Kennedy blooded birds." Don also mentions that if anyone is interested he has a few nice birds available. Address is 605 DePere, Menasha, Wis. 54952

Sean McGroary - "I am a new FTA member and like Glenn Baum, I too received a large envelope with bulletins in it. As I was reading the September bulletin I came across Glenn Baum's article. I just want to say that I agree with him.

"The Flying Tippler was developed in England for long flying, everybody knows that, however, there are some breeders who breed for show, which is ridiculous.

"Out here in Long Island, New York country, many breeders take Rollers, Homers, Tipplers and other strong flying breeds and use them for show. That's nonsense! They are ruining those breeds that were developed for flying only.

"The A.T.U. is an Eastern Tippler club that has Flying Tippler competitions, however, they also do a lot of showing of the same birds.

"Years ago, people who wanted to show their Flying Tipplers produced the Show Tippler for show. Good! That is what it was made for. So why should the Flying Tippler be destroyed? The Tippler was developed for flying long hours, not showing.

"Please all FTA members take a deep look into it. Would you like it if the FTA turned into a showing club? Or what if the Flying Tippler turned into a show bird like most Tumblers did? Do we want this to happen? I say no! So please take a look at Mr. Baum's idea. There could be a lot at stake."

Stanley Ogozalek - "Am still, yes STILL, typing my article and it is taking so long because I just cannot seem to get motivated. I shall have to buckle down and do it soon. I also have ideas about changing the interior of my twelve foot loft. It would only have group kit boxes and individual boxes, the Wests and the Danzigs would be in large group boxes. The eight foot loft would house the breeders 10 pair only. I must start on that before the cold weather sets in. I had entered the second fall fly and was disqualified as one bird quit at the eight hour mark and the other two went over twelve hours. That is the breaks!" When I was there Stan had some of the work on the loft done and the article wrapped up in rough form. It is an interesting one that had me very jealous when I read it. A trip like that is every Tippler fancier's dream. Stan has enough material for many articles and I am sure in due time we will see them in the APJ and PR.

Hermann Buenning - is now the proud owner of four pair of Lovatts, via Seabridge. We look forward to having you active in the FTA.

Dan Kinnear - "I am going to have about eight or nine cocks to fly for the old birds next year. So I will have lots of birds to choose from. If the FTA and the CNTA do not fly on the same weekends I'll have another kit to fly. We didn't do any good times to speak of in the young bird races this year. We had one old bird race in which I flew 11:54 and George Vertolli flew 15:43. I would have done better but I had one bird which was too matey. I hope to do very well next year. I would like to put in a suggestion that they change the rule about trapping the birds in one hour. I think that they should have at least two hours. In the CNTA we have no time limit."

Mailbag continued....

LeRoy Behlman - "I was just going to write you when the bulletin came. The reason I was going to write was the same reason that Glenn Baum wrote. I have to agree with many of the things he says, although not quite as strongly on some points. I think that we need to stay associated with the NPA for the simple reason of sheer numbers as you state. I feel after reading the articles about the American Pigeon Fanciers Council in the APJ the last few months, that we need to get behind and support them also. The APFC seems to have their heads in the right place and they seem to have more to offer the average fancier, whether utility, fancy or flying. The NPA only seems concerned with band selling and their one big show every year. Most guys in our club do not show their birds so it is not real useful to belong. Also I think every senior member that has a boy or girl should buy them a junior membership into the FTA. It may start some enthusiasm. I know I am still trying to get my boy interested and hope the 'fever' hits him soon."

Clive Taylor - "Just a line to let you know that I have changed house and town. My job brought me here. It is a lot smaller town than Calgary, only 64,000 people. There are a lot of pigeon men here for the size of the town." Clive's new address is 36 Parkmeadow Blvd., Lethbridge, Alberta, Canada T1H 4H8 phone 329-8115

Congratulations to Earl Grollman for topping the ATU aggregate standings for 1981. Earl's total time was 45:42 followed by B. Garberman - 28:02, J. Mead - 15:26, R. Seabridge - 11:26, S. Ogozalek - 9:20, R. Asencio - 9:01, E. Buraczewski - 5:55 and E. Carlson - 5:37.

They held a competition on August 30 in Great Britain in memory of the late Tommy Higgs with the following results. 42 competitors. C. Clark 14:54, J. McDonald 14:31, A. Woolley 13:48, T.W. Hughes 13:43, M. Price 13:20, T. Dilks 13:10, H. Anderson 12:02, A.J. Peakman 11:56, M. Camplin 11:31, W. Brown 11:03, R. Jones 11:03.

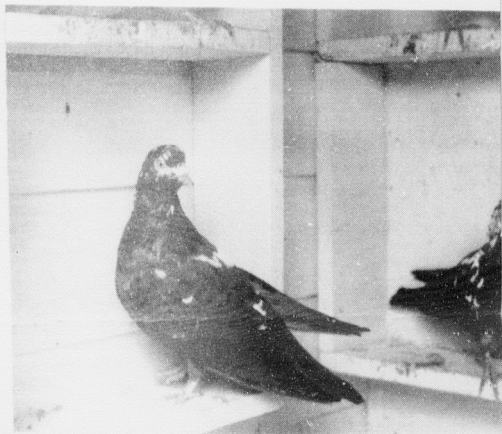
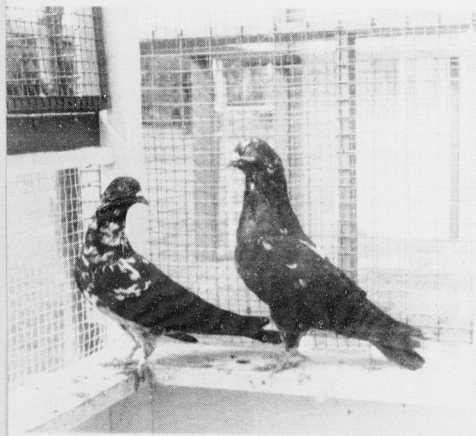
The September 5 & 6, 1981 young bird fly in Germany (DFU) saw 31 competitors with top placings going to.... Dieter Bock 13:50, Stevan Sviker 13:42, Hans Klump 13:26, Friedel Balbach 13:03, Walter Obitz 12:35, Helmut Feide 12:31, Heinz Wichmann 12:06, Kurt Quade 12:05, Willi Bons 11:58 and Dr.med. B. Hafezi 10:55.

As mentioned earlier the photo pages of this issue are made up of pictures sent in by Wayne Tomsic. They include some shots of the Bartholomew strain birds that he purchased from the estate of the late Percy Hagan and photos of lofts and birds of some of the members of the Cleveland Tippler Union. Thank you Wayne for sharing them with the members.

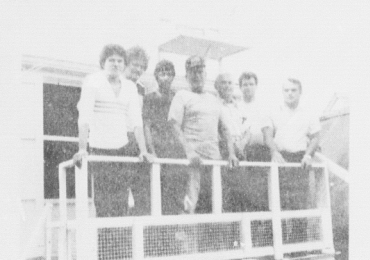
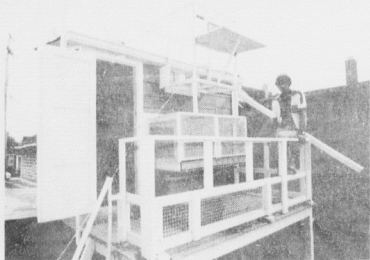
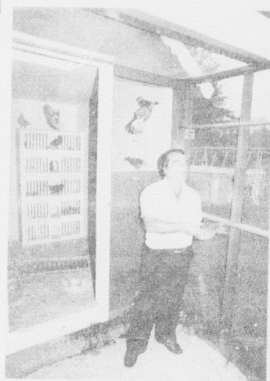
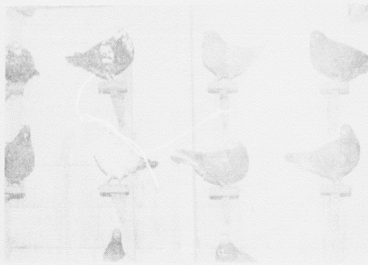
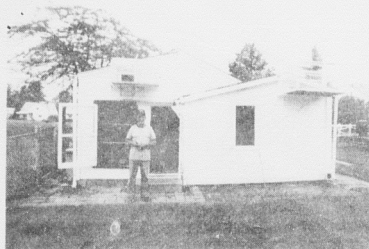
The first page is that of the Bartholomew birds. Upper left is the original import pair of black mottles. Upper right is another shot of the original cock #4265. Middle left - the front bird is a daughter from the original pair. Middle right is the original hen #21. Bottom is a pair of red Bartholomew birds, cock left and hen on the right. (from the photo it looks as though the hen may have a NTU band, TK)

The second photo page includes in the upper left Louie Wittreich in front of his loft. The five photos of birds around that in the upper left area are some of Louie's pigeons including a shot of the hens in his loft, a silver dun Lovatt cock, a black mottle hen, a bronze mottle cock and a print cock. Beneath the bronze mottle cock is a photo of Albino Lukez and his loft. Beneath that are Dobie Peric, Tom Zieliniewski, Albino Lukez, Louie Wittreich, Mike Palshook, Wayne Tomsic and Wally Misovic in front of Albino's loft. The balance of the photos are of Vilizar (Wally) Misovic's set-up. Under the print cock is Wally's flying loft, beneath that his breeding loft. Upper right has Wally in the aviary of the breeding loft with an interior view of the breeding loft and then inside the flying loft.

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FLYING TIPPLER TOPICS by Gordon Hughes
Pigeons and Pigeon World June, 1970

I have been asked by a reader of this journal (P&PW) to give briefly what in my opinion Tipplers should be fed upon during the period when they are breeding. I do not give any regular fixed feed, as I find that when youngsters are being fed, the parents seem to tire of being offered the same food all the time. The main bulk of the feed must be maple peas, a few tares and tic beans may also be given. I mix a little wheat with the peas, but not too much. Then I also give my birds about a sixth of the feed made up of a mixture of Hormoform, linseed and hemp. They will always eat hemp, and when they become listless and apparently fed up with the sight of corn and feeding youngsters, a handful of hemp will bring them down to the hopper. Then if they appear not to be filling the crops of the youngsters a handful of seed thrown into the hopper will also tempt them. I give oyster shell grit all the time, and no other type of grit that contains too much salt, as most of them do. I give fresh water as often as possible, the maximum of fresh air, and feed in a hopper, not throwing the food all over the floor. If one wants to take precautions against the birds getting coccidiosis, a few small turkey feed pellets may be mixed in amongst the feed. Of course if you retain two inches of river sand covering the whole floor, and sprinkle a little lime over the surface of the sand, the droppings will then dehydrate, and may be raked off when cleaning out, and so cut down the risk of this disease to the minimum. I very rarely give my birds maize when breeding.

I have also been asked by what method I train my birds to fly in the dark. Well in the first place before attempting to do this I must look some time ahead, and make sure that my youngsters are fully trained to do their job in the daylight, as when they are earmarked for dark flying as yearlings, then if they have made either no mistakes, or a minimum number of mistakes as youngsters, then this is something towards their training in the dark. I start off at the end of February or even well into March, according to the weather, with a kit of yearlings such as I have just mentioned. Whilst still keeping them very fit, I adjust their food in order to make them very sharp and looking for food. I then liberate them one at a time as early in the day as possible, in order to get them down well before dark. I do this for some days until the kit can be turned out as a kit, and fly for a reasonable time. I then adjust the food and make the birds sharper yet, whilst watching them carefully in order to keep up their fitness. After this has been done, I again commence to liberate the kit one hour or less before dark. The birds will alight during daylight, but close to dark. I then leave them to stay upon the loft top, placing the lights on at dusk, and leave them there, with the droppers for at least one hour into the dark. During this period I remain with the birds at all times in order to ensure that they are not disturbed by cats. Every endeavour must be made during this period to try to get the birds to move around the loft, and flutter up and down, to get them used to alighting upon the loft in the dark. The easiest way to do this is to have a small loft apart from the main one, and entice them to fly from one loft, and backwards and forwards, by offering them a grain or two of barley. Of course a separate light must be fixed on the small loft. I use two 100 watt bulbs on the main loft suspended about three feet above the roof, with shades to guide the light downwards. A 60 watt bulb is ample for the small loft. The birds must not be frightened at any time, and you must endeavour to gain their confidence, and teach them to know you and the loft surroundings by dark as well as they would in the daylight.

When you have done this as I have mentioned for each evening for at least a week, the kit can be turned out at dusk, they should be then left for no more than a few minutes, before the lights are turned on, and the droppers released. They should then be attracted back down to the loft as soon as possible. If the birds are not

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Tippler Topics, Continued...

really hungry and sharp at this stage, they may decide to stay out until daylight of the next day and consequently be of no further use for dark flying. If one is successful at attracting the birds down onto the loft at the first attempt, then a little more food should be given, and gradually the birds will fly longer in the dark, and come down obediently when the lights are put on, and the droppers put out. In the first few weeks of dark flying the patience and care of the fancier will make or break, both himself and the birds. The kit will usually not alight back onto the loft in the dark until they have split away from one another, and they may fly for hours on their own in the dark. This will test the endurance of the fancier, and if he wants to be successful, he must wait for his birds, at the same time keeping his droppers moving. This may entail waiting for up to three hours for an extra-fit bird to come. The weather may be very cold, very wet, or to some other extreme, but it is no use leaving a bird out all night, because once it has done this, it is more than likely to do it again.

Remember it is that time of year to get your FTA band order in for 1982. The 1982 bands are color coded red. Cost is still \$3.00 per each lot of 25 bands, but as mentioned earlier help on the postage will be appreciated.

It is also that time of the year where I let all the members know when their dues currently expire. There is always the chance that I make a mistake in this so if your records show different than that listed below please let me know.

Your FTA dues currently expire Jan 1982

Again our best wishes to you all for a happy and healthy holidays and have a great new year!

FLYING TIPPLER ASSOCIATION OF AMERICA
Tim Kvidera Sec./Treas.
13610 Johnson St. N.E.
Anoka, Minnesota 55303



FIRST
CLASS
MAIL

Ed Hernandez
1019 Compromise St
Kenner, La 70062

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FLYING TIPPLER ASSOCIATION OF AMERICA

BULLETIN #2 APRIL, 1982

First off let me thank all of you who took the time to vote in the recent FTA election. The number of returns was larger than I had expected. Even though some of you waited until the last moment to send it in, thanks very much for taking the time to do so. Many of the issues were cut and dried, but you will see in the results later on in this bulletin that some were very tightly contested. One of the major surprises to me was the number of members who did not wish to have the fly awards in cash. For over five years this has been the policy since it is much easier to mail a check than to send out trophies which often get damaged. It is up to the discretion of the winner if he wishes to purchase his own trophy from the winnings check. Maybe if there is a strong desire to award trophies we should look into this, appoint a trophy procurer, etc.

I had hoped to get this out in time to re-remind the membership of the upcoming fly season, and it may get there just in time to do so. The weather this year has been very poor throughout the country so I do not know what sort of turnout we will have in the first fly, April 24/25th. Due to snow, etc., I have not even gotten my yearlings into the air yet, and the fly is two weeks off. I am sure that many of you are in the same boat. But watch out for me in June as I am off to a good start in the breeding pen with over a dozen banded so far.

Our first fly is to be held in honor of the late Percy Hagan, importer of the Lovatt birds to North America. Let's all try to put up a kit in his memory even though the weather has not aided us much in the training. Please reread the last bulletin concerning fly entry procedure. It has changed from last year!! Participants must now pre-enter any fly in which they wish to compete. Entry is to be sent to the Central Timer AT LEAST a week prior to the fly so that Timer's Report Forms can be sent to the entrant prior to the fly date. If you know that you plan on trying to put together a kit for more than one fly it would be a good idea to pre-pay for more than one at a time. Say if you have an old bird kit and expect to fly in the three Spring Series flies and Long Day, it would be helpful to send in for all four at the same time. It saves postage for all involved and you are sure of having the Report Forms before you need them. There is one drawback to prepaying - the Timer's Report Forms can be used only in the fly that you specify at the time of entry. If you do not fly you will be listed as either a "No Report" or "No Start" in the fly results. Fly entry fee is \$1.50 for fly and our FTA Central Timer is Ed Borchers - 12 Weybridge Place, Leisure Knolls, Lakehurst, N.J. 08733

1982 FTA Fly Schedule

SPRING SERIES - Old Birds Only

April 24/25 (Percy Hagan Memorial Fly), May 8/9, May 22/23

SUMMER SERIES - Young Birds Only, except Long Day - Any Aged

June 5/6, June 19/20 (Long Day Fly), July 3/4

FALL SERIES - Any Aged Birds

September 18/19, October 3/4, October 16/17, October 30/31 (Stock Fly - Must have eight or more in kit)

Circle these dates on your calendar and try to field a kit in at least one of the competitions. It is through the publicity of these competitions and an increase in participation that the Tippler Fancy will grow.

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Since the last bulletin I have sold out of the 6000 1982 FTA bands originally ordered. I then purchased another 500 which the supplier was good enough to give us at last years prices. Even so due to it being such a small order the cost per band was considerably higher than the 6000 were. What this all means is that we are selling these last 500 at a loss. Based on this once these are exhausted I do not plan on further supplemental 1982 purchases. I have submitted to the supplier an order for our 1983 bands, 7000 each, and given him a partial payment. Reasoning for the partial payment is that since we are about to buy club patches we will need the cash flow for a few more months instead of tying it all up in next years bands. Our current FTA treasury balance is \$984.68. We owe approximately \$400.00 still on next years bands.

Since the last bulletin we have added the following new members. Welcome to....

Frans Koeleveld - 905 Etna Drive, Newport News, Va. 23602
 Bill Bauer - 102 So. Eleven, Midland, Mi. 48640 (Junior Member)
 Maurice Phillips - 4555 Lawndale Dr., Erie, Pa. 16506
 Ted Pierog - 3724 West 15 st., Cleveland, Ohio 44109
 Richard Familette - 34 Ravine Ave., Glen Cove, N.Y. 11542
 Bill Bride - 318 North St., Elora, Ont., Canada NOB 1S0 (Junior Member)
 Clayton Heerdt - Liebler Rd, Little Valley, N.Y. 14755
 Wayne Love, Sr. - Box 182, Milroy, Ind. 46156
 James Merrilles - Sandford, Ont., Canada LOC 1E0
 Ralph Vergas - 7722 Lafourche St., New Orleans, La. 70127 24/- 0233

Omer Ogren has been kind enough to volunteer to go back over the FTA fly reports and log them in to a perminant register, and in conjunction with this project he is going to tabulate the best times flown over the years in each of our ten flys. The club records that I have only go back to the time of Nasser's term as he was not given any of the material of his predicesor. Do any of you members have bulletins, with fly reports from the time prior to say 1967? If so, the FTA would like to put its records together in as entire a fashion as possible and would like to contact me, Tim Kvidera, and let me know what years you have access to. After I will contact those who have the information needed and ask them to send copies of the material to me, which I will forward to Omer for his project. The FTA will be willing to cover all costs of owners making photocopies, mailing, etc. if such is desired. If you do not have access to a copier, and are willing to send originals, I will make the copies needed and return the originals to the owners.

Speaking of volunteers - I am still in need of someone to tackle the setting up and printing of the revised constitution and fly rules. Anyone willing??? If we wait until I get around to it who knows when it will happen.

Would like to thank the following for their donations since the last bulletin - Slavko Ivankovic, Geoff Smyth, LeRoy Behlman, Joseph Contela, Rich Schmelzer, Richard Bauman, Ken Foster, Ralph Giammario, Mark Losey, Don Thornton, Tom Butler, Bruce Weeks, Bob Kennedy, Wayne Love, James Merrilles and Clayton Heerdt, Paul Rado.

In the December Bulletin one of the photo pages was of the Bartholomew birds that Wayne Tomsic purchased from the estate of the late Percy Hagan. It has since been discovered that the old hen, #21, shown in the upper left and middle right photos is not a Bartholomew bird but rather an original import of the Jos Davies family of Tipplers.

From a phone conversation with Stan Ogozalek I hear that the new ATU officers are Vinny Rooney - President, Rene Asencio - Vice President, Jerry Pace - Secretary, Mickey Conticcio and Bob Kennedy - Directors. Congratulations gentlemen.

From the Mailbag.....

Joe Kelley - I think that there are too many items in the ballot that may not have been discussed enough in the bulletin. For example if rule 8 and 9 pass the daylight advantage will go to the flyers in the North and if the flyers in the South cannot fly in the dark they will have to stop flying before the Northern flyers do."

Richard Strain - thinks that it was a mistake not to allow the membership to vote on the fly entry procedure changes. (The stance taken was that the fly entry procedure is one of policy. It is not covered under any written portion of the club rules, but rather has evolved based upon the guidance of past Executive Boards. We tried a number of things in an attempt to increase the participation in the FTA flies. These changes have been given a number of years trial with minimal success. The Board thought that it was time to scrap most of those changes and as they are empowered by the Constitution to make policy decisions of the club it was proper for them to do so. TK)

Mike Franz - "I just want to add a few comments on some of the proposed changes. Having the entry fly fees included with the annual dues would cut the time and mailing cost to the club as the bands and entry cards could be sent out together. A non-flying membership fee would have to be taken into consideration, probably \$7.50 as it is now. On the band problem a cost per band could be imposed. In that you pay as you go basis. The one last comment, but the most important. The proposed monies instead of trophy idea. I can speak from past experiences with Racing Homers. You can kiss the SPORT goodbye as soon as money enters the picture. When there is money there is no SPORT. Under this proposal the Honor System is gone and the membership will drop - leaving the flying Tippler sport the loser."

Jim Smith - "One of my pen pals in England felt it might be difficult for me to join the NTU as there has been some sort of an international sting operation or flim flam initiated by an American. The British refer to this type of individual as a 'coyboy'. Needless to say they do not like cowboys in the NTU. Here is how it went.

"Someone in this country joined the NTU (Great Britain) at some point in the past. They purchased bands from the NTU and put them on pigeons (they might not even have been Tipplers) in the nest and then turned around and sold these youngsters in this country, passing them off as imports and getting a pretty penny for them. It is not hard to understand why the English lads are a bit reluctant to let their bands leave the United Kingdom. Some guy in this country gets stuck with some junk and some unknowing Tippler flier in England ends up getting his good name smeared for no reason at all. In the mean time our fast mover makes himself a few bucks. What must have went down is that someone must have checked back to England on such and such bird and then the hoax was uncovered. The thing is that no names were mentioned and this could have happened ten years ago, twenty years ago, or last year. I just do not know. However, this is the first I have heard of it. In my mind it is not possible that anyone mentioned in my column could be the culprit. In fact I very much doubt that it is anyone in the FTA, ATU, CJTC, Cleveland Club or DVR. Anyone selling import youngsters would become known almost immediately if affiliated with a club. You just couldn't keep something like that a secret. No, I believe our boy is a maverick and we should warn the fancy to be on the lookout for any birds banded with NTU bands. They might not be what they appear.

"Now Tim, I fear that our Mr. Glenn Baum is steering us into uncharted seas what with conflicting statements, genetic mumbo-jumbo, and technical harangue that,

Mailbag...Smith (Continued) - "for all intents and purposes, amounts to nothing! I admire enthusiasm, ambition, initiative and hard work for a specific purpose. I see no purpose to Mr. Baum's oratory, unless it is to satisfy Mr. Baum. I'm not trying to be a wise guy, but the only thing Mr. Baum is selling is diversiveness. You may recall we went through this with the late great Bob Hinz and his view on what a Flying Tippler should be. Just by his style of writing, Glenn is inviting argument, challenge and controversy. So let's get to the heart of the matter.

"In the first place the NPA does not dictate policy to us. We do not need the NPA for anything. What we need is the American Pigeon Fanciers Council. The FTA is the voice of the Tippler fancy in America. Granted, there are other clubs in America who are just as important to the Tippler as we are, but we are the only National club. The FTA and ATU dictate (along with affiliated clubs) what the Tippler pigeon is about in this country, not the NPA.

"The term 'dual purpose' shines right through. I was in the midst of that storm when it tore the Roller fancy apart in this country back in '71 and '72. The boys who really cared about 'All the desirable qualities' of that breed formed the International Roller Association and they fly them the way they were meant to be flown.

"In Tipplers the top line and bottom line is fly, fly, FLY! That is what we are about; what we stand for. A criterion for a proven flier being 6 to 8 hours is utterly ridiculous, even in America. There are some strains of Rollers that will do that.

"It matters not at all to me what Mr. Baum does with his pigeons. I do not want him telling me what to do with mine. Let him fly 10, 12, 13, 14, 15 hours in all kinds of weather and train his backside off. Let him miss birthdays, holidays, summer outings, etc, while working his pigeons. Ugly pigeons in the last bulletin??? Has he seen them fly? Can he do better??? The Tippler's beauty is best expressed at somewhere around 2000 feet. But if one does like to show you should try to win at the American Tippler Union Lawn Show. No other show for Tipplers carries as much weight and prestige as the ATU meet. If you can win there it is not necessary to go anywhere else; at least in this part of the world.

"In summing up I wish Glenn Baum much success in his personal endeavours but, as far as I am concerned, what the NPA does is of no importance to me. And finally as long as I am an officer in the FTA 6 to 8 hour flies, dual purpose Tipplers and color breeding will never become the laws that govern this club."

Joe Closson - new address is 1461 Kuser Rd., Trenton, N.J. 08619

Ralph Giammarino - "Hope to raise a few Mac's this year for future competition. Met Rene Asencio the other day, nice guy and a gentleman."

Joe Smith - has 14 youngsters so far (end of Feb.), 10 pure Mac's and four $\frac{1}{2}$ Mac and Kennedy stock. Hopes to get the time to train them.

Olin Grant - "At the present time, I've only got one pure Lovatt cock Tippler. This beautiful blue bar is a yearling that Jim Smith gave me last year. It's mate was a dun check which I lost several months ago. It was also pure Lovatt. I've had several other females with this blue cock - but he just won't accept any of them. I believe he's got to be too much of a pet. I know of a few fanciers who have Lovatts, but they don't seem to have a female blue without the white feathering on the rump. I consider the white rump a fault in the breeding. Am I correct? Also I've read that many fanciers and flyers find it hard to 'solo' fly a Tippler. This one blue cock of mine will certainly solo fly. I've had him fly several hours alone - especially if the weather is fairly warm. I'd like to raise good blues - if only I can locate a good female Tippler in that color."

Mailbag, continued.....

Ken Heldt - Has a pair of Mac's and has a line on four Lovatt youngsters this spring to get his start into Tipplers. Then in a later letter "Just a note to inform you and the FTA that I have to part with all my birds. Due to an allergic reaction to the feather dust in the loft my doctor said that the birds must go. I had this allergic reaction two years ago too. It went away after a lot of shots, medicine and pills. I didn't think that it would come back. My dream of pigeons is gone. And to wear a mask - No. I wear one on my job. That's too much for a hobby. My doctor said that it wouldn't do any good anyway. I'm upset about all of this, but I'll never forget the FTA. Thank you all very much. Best of flying. P.S. I wrote the APJ also to cancel my subscription, it only bothers me to read about birds, if you can't have them, as much as I love pigeons. The only one happy is my doctor." Sorry to hear of your allergy Ken. All our best wishes to you for a healthy future.

Joseph Tozzi - "Reluctantly and with sadness I am tendering my resignation as a member of the FTA. I had to give up my birds as I could no longer care for them due to physical ailments and advanced age, 79. I had pigeons ever since I was ten years of age and spent many happy times with them and now they leave me with many pleasant memories. My best wishes for the continued success of the FTA." I am sure that you are rich in memories, Joe. Our best wishes to you.

Don Thornton - "Have the birds all mated up and looking for spring. I am back on shift work for the time being so should have more time for the birds."

Bob Kennedy - "I put the birds together the second week of February, twenty pair. I should raise a few this year. Hope I will have the time to fly them this year. Have been putting in a lot of overtime this winter."

Ed Borchers - "Have been feeling good and have four youngsters about ready to go out on the roof. First time in a couple years, wish me luck."

Ed Buraczewski - "Well, breeding season is in full swing - put 12 pair together on Feb. 14 this year. I had some success with my Hughes/Lovatt crosses last year, so this year I am going with two pair of the same cross. The Lovatts I am crossing with the Hughes birds are from Bob Kennedy. To date I have 18 youngsters which will be banded on or about 3/20. Now if the training will go as well as the breeding I will be in good shape in 1982."

Gord Chater - "In reply to your Bulletin #1, February 1982 please find my comments listed below and also my votes. Art.III Sec.5 - Our local CNTA club has its own constitution, rules and policies as long as it is a club of its own. You can not enforce your by-laws on it excepting for a fly day. Art.V Sec.1 - Providing local club has its own by-laws. Sec.2 - Delete entirely and throw out the Honour System. Art.VII, Awards - Official flying only, 8 hours or more.

"I agree to fly on Saturday, it rains all morning a downpour, therefore it is impossible to fly, but able to fly Sunday on a clear morning, except for a proposed rule, result I am disqualified. Flying rule 22 - but timer must stay until birds land or are officially disqualified by one of the governing rules, also a report from flyer. Bulletin #1 was mailed on the 24th of February and I received it on the 5th of March. That is 10 days, which is more than one week. Therefore as a result of the time in the mail I would never qualify for one race and it would be worthless project as far as I am concerned. Plus also the cost of ten races with exchange as you suggest is a total loss of \$30.00 plus mail of \$3.50. No thanks. As you know a kit of birds can go stale on you, can loose them, can be killed by hawks. As a matter of fact they are a very fragile hobby. So to book your flies too far in advance is an impossibility. Please reconsider your decision and keep in mind those people who are keen fanciers in remote parts of the U.S.A., Canada and New Zealand."

Rob Schaeffer - "I've been raising some nice young birds lately. They look much stronger than last years crop and they seem to be smarter too. I had 4 or 5 about the same age that were older than the others by a month or so and I threw them out with some of last years birds and they stuck right with them and even trapped well. Maybe I'll get it right this year. I've been voted President of our local all breeds club, the Black Hills Pigeon Club, and that has kept me busy too. I have an idea how much work you have. We have members from four states and are trying to get more support."

Ed Hernandez - "I still have some birds I'd like to sell, and to give them a good home. I have 18 Lovatts. I'll take \$100.00 for all. These are good little birds as I didn't keep anything that didn't perform. I want to get rid of them as soon as possible. I would consider any offers if I can't get \$100." As many of you know Ed was the mainstay of the Crescent club. Unfortunately due to health reasons he must give up the birds. If interested contact him at 1019 Compromise St., Kenner, La. 70062

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PROPOSALS TO CONSTITUTION AND FLY RULES - BALLOTING RESULTS

Art.III, Sec5 - Local Club - 34 YES 7 NO - proposal ACCEPTED
Art.III, Sec6 - Association - 37 YES 1 NO - proposal ACCEPTED
Art.IV, Sec1 - Dues - As is, 14 Set by Brd, 18 Include flies, 10
Dues will be set by the Executive Board
Art.V, Sec1 - Non-member Timers - 28 YES 12 NO - proposal ACCEPTED
Art.V, Sec2 - 25 mile radius - 32 Leave as is 8 Change - proposal REJECTED
Art.VI, Sec3 - Elected Officers - 37 YES 4 NO - proposal ACCEPTED
Art.VI, Sec4 - Duties of Office - 38 YES 1 NO - proposal ACCEPTED
Art.VI, Sec5 - Executive Board - 37 YES 1 NO - proposal ACCEPTED
Art.VII - Stock Kit - 26 min. of 8, 15 for 8 to 12 - Stock kit remains as min. 8
Art.VII - Entry Fees set by Brd - 34 YES 5 NO - proposal ACCEPTED
Art.VII - Awards, money - 23 YES 17 NO - proposal ACCEPTED
Art.VII - Aggregate include Stock - 25 YES 15 NO - Aggregate includes Stock time
Art.VII - Weekday flying - 28 YES 12 NO - Weekday flying can still be asked for
Art.VIII - Affiliation, NPA and APFC - 39 YES 2 NO - proposal ACCEPTED
Art.IX - Meeting and Show - 38 YES 0 NO - proposal ACCEPTED
Art.X - Amendments - 36 YES 4 NO - proposal ACCEPTED
Art.VII - Specify fly date - 14 YES 27 NO - proposal REJECTED

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Rule#2 - Longest - 41 YES 0 NO - proposal ACCEPTED
Rule#6 - Half hour before sunrise - 25 YES 16 NO - proposal ACCEPTED
Rule#9 - Eliminate after midnight - 19 YES 22 NO - proposal REJECTED
Rule#10 - Figuring elapsed time - 30 YES 10 NO - proposal ACCEPTED
Rule#11 - Allow Timer to move - 38 YES 1 NO - proposal ACCEPTED
Rule#13b - Decision by Board - 34 YES 7 NO - proposal ACCEPTED
Rule#17 - Out of Bounds OK if in within hour - 20 YES 21 NO - proposal REJECTED
Rule#18 - Kit must be seen once an hour - 40 YES 1 NO - proposal ACCEPTED
Rule#22 - Report of incident - 40 YES 1 NO - proposal ACCEPTED

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FTA #2 PAGE - 8 -

PROPOSALS TO FLY RULES - BALLOTING RESULTS, CONTINUED

Rule#23 - Non-member Timer - 30 YES 10 NO - proposal ACCEPTED
Rule#25 - Kit on split - 35 YES 6 NO - proposal ACCEPTED
Rule#31 - Report complete & accurate - 41 YES 0 NO - proposal ACCEPTED
Rule#36 - Executive Bld. determines time - 40 YES 1 NO - proposal ACCEPTED
Rule#37 - Lights out before release - 39 YES 2 NO - proposal ACCEPTED

RESULTS OF BALLOTING ON THE PROPOSED SHOW STANDARD

40 YES 1 NO proposed show standard as carried in the February FTA Bulletin has been ratified by the membership.

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Again I would like to express thanks to all the members who took the time to return the ballots and have their feelings counted.

Don't forget the 1982 FTA fly season is upon us. Look back to page one for the dates of this years competitions.

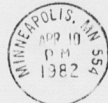
If you have old bulletins with fly results prior to 1967 we are in need of copies of these to enter them into a perminant log. Let me know which years you have available.

New membership list will be put out in the next bulletin. If you haven't renewed and should do so soon if you want to be counted amoung our numbers. Will also try to put in some photos in the next issue. If anyone has some pictures that you think the FTA membership would be interested in seeing send them in. I will return them if you wish when done.

Hope that this has found you off to a good season. Best wishes for success both in the loft as well as in the air.

Almost forgot - Although there was some support for FTA caps shown there was not enough to purchase them through the same outlet as the emblems. Since caps would require a 3" emblem and that size leaves out too much detail of the bird the jacket emblems will be 4" diameter. We still have the possibility of going elsewhere for a smaller quantity of caps - if someone wants to look into it.

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FIRST

CLASS

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749

FLYING TIPPLER ASSOCIATION OF AMERICA

BULLETIN #3 September, 1983

Over the past few months I have received a few letters and phone calls wondering if FTA Bulletins have gotten lost in the mail, people dropped from the membership list, and the like. Truth of the matter is that I have been unable to make the time required to get out a bulletin since the brief one published in March. I will quote what I wrote in an Officers' Communication to the Executive Board three weeks ago...."Most of you, I am sure, are wondering where Kvidera has been and when will there be another FTA Bulletin. I am alive and well, healthwise, but have had a tremendous load of higher priority demands upon my time. If you think that I have neglected the club you should see the lack of attention that my birds have received. Actually there are many days when I wonder why I have them. Nothing has been in the air in over eight weeks. There are young birds 2/3rds through their wing who have not even been settled. You cannot say that I did not warn you. Before the election of Officers I admitted to be doing less than the job the club deserved and made no promises to improve in the near future. Well I have sure not made a liar out of myself. I do plan to put out some type of Bulletin in the next couple weeks, but it will be at least a week before I can even get started on it. I've got a year and a half left in my term, but I would not be against some willing and able volunteer taking over the reigns. For sure the FTA will have to find someone else at the end of my current term. If someone was at least able to take over the duties of the Bulletin it would be a tremendous help and would assure the membership of up to date Tippler news which is owed them in exchange for their dues." To date the above has produced some compassion but no volunteers. Within the last week I have started to settle some of the late hatches and obviously I am working on a bulletin, but my sentiments remain the same. By the time this gets in the mail the first Fall Series Fly will be history and you have yet to hear about the times flown in April. You members deserve better than that!!!

Obviously I am not the only one running behind schedule though. The Tippler Special, May 1983, issue of the Pigeon Review magazine has yet to arrive. In response to the couple phone calls that I have made to them I have been assured that it is about to be ready for the mails. Based upon the information that was submitted for publication it should be another good issue even though it will be a little smaller than the first one.

A blurb from a Chicago area paper reads...."Mother Pigeon and her young son were preparing to migrate south but the baby was afraid that he wouldn't be able to fly that far. 'Don't worry' Mother Pigeon said. 'I'll tie one end of a piece of string around my leg and the other end around your neck. If you get tired, I can help you along'. Junior Pigeon began to cry, 'But I don't want to be pigeon-towed.' "

Over the past months we have added the following to our membership roster. Welcome!!

Stanley Seibel - 287 Heckman St., Phillipburg, N.J. 08865
 Mario Pecunia - 163-06 Crocheron Ave., Flushing, N.Y. 11358
 E. Mazur - 5 Johnson Rd., Lawrenceville, N.J. 08648
 Israel Semiday - 2767 Mascher St., Philadelphia, Pa. 19133
 Trajan Cinc - 13734 Pawnee Trail, Middleburg Hts., Ohio 44130
 Felix Khan - 809 So. Loyola, Tucson, Az. 85710
 Marvin Heath - 5028 Montego Dr., Columbus, Ga. 31904

Have a new address for S. Sall - 620 N. Highland, Sanger, Ca. 93657 ph(209)251-5325

1983 FTA FLY RESULTS

April 23/24, 1983

OFFICIAL SYSTEM

Al Lukez	FTA-81-515, 516, 548, '82-3021	14:35	Pierog TROPHY, DIPLOMA
D. Perib	FTA-82-3411, 3469, 3471	13:34	Markovic DIPLOMA
O. Zovich	FTA-82-811, 847, 850, 855, 872	13:31	Kinnear DIPLOMA
M. Markovic	FTA-82-3676, 3678, 3679, 3677	13:20	Peric DIPLOMA
W. Tomsic	FTA-82-3888, 3636, 3066, 3642	10:41	Wittreich DIPLOMA
G. Chater	FTA-81-2833, '82-2204, 2170	9:53	Kinnear DIPLOMA
W. Kahlert	FTA-82-546, 548, 572, NPA-82	3:24	Mead
D. Seabridge	FTA-82-256, 332, 335, 336, 337, 350		DISQ split by hawk aft 11½

HONOR SYSTEM

M. Franz	FTA-82-2879, 2883, 2892	9:17	TROPHY, DIPLOMA
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NO REPORT - Mead, Kvidera

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May 7/8, 1983

OFFICIAL SYSTEM

A. Lukez	FTA-81-515, 516, 548, '82-3021	14:47	Tomsic TROPHY, DIPLOMA
E. Borchers	FTA-82-204, 205, 212	9:50	Doyle DIPLOMA
E. Buraczewski	ATU-80-918, 936, 948	8:37	Cuttone DIPLOMA
J. Cuttone	FTA-82-664, 670, 675	7:57	Buraczewski
W. Tomsic	FTA-82-3888, 3636, 3066, 3642	5:28	Wittreich
J. Mead	FTA-82-402, 422, 424		DISQ down out of bounds 13:59
W. Kahlert	FTA-82-546, 548, NPA-82-572		DISQ unable to trap in hr
O. Zovich - NO START	due to weather		

HONOR SYSTEM

M. Franz	FTA-82-2879, 2883, 2892	10:43	TROPHY, DIPLOMA
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NO REPORT - Chater, Kvidera, Markovic, Peric

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May 21/22, 1983

OFFICIAL SYSTEM

R. Seabridge	FTA-82-332, 335, 336, 350	11:30	Mazur, Merchen TRO, DIPL
O. Zovich	FTA-82-847, 855, 872	9:33	Billinger DIPLOMA
E. Buraczewski	ATU-80-948, 936, 918	4:19	Sullivan
A. Lukez	FTA-81-515, 516, 548 unable to trap	(4:13)	Wittreich DISQ
S. Ogozalek	FTA-82-516, 518, ATU-82-538		DISQ unable to trap in hr
W. Tomsic	FTA-82-3888, 3636, 3066, 3642		DISQ unable to drop in hr
E. Borchers - No Start	due to weather		

HONOR SYSTEM

L. Brozyna	FTA-82-629, 640, 611, 616, 630, 609, 610	11:17	TROPHY, DIPLOMA
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NO REPORT - Kvidera, Markovic, Peric

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June 4/5, 1983

OFFICIAL SYSTEM

S. Basic	FTA-83-2808, 2828, 2832	13:03	Billinger TROPHY, DIPLOMA
J. Mead	FTA-83-613, 619, 643	9:01	Brozyna DIPLOMA
J. McPartland	FTA-83-57, 58, 63	7:35	Asencio
W. Tomsic	FTA-83-3732, 2676, 2681, 2688, 2689	7:10	Lukez

HONOR SYSTEM

T. Kvidera	FTA-83-302, 303, 314	8:55	TROPHY, DIPLOMA
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NO REPORT - Glosson, Ogozalek, Seabridge, Zovich

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June 18/19, 1983

OFFICIAL SYSTEM

R. Seabridge	FTA-82-256, 332, 335, 336	15:46	Mazur, Merschen
			TROPHY, DIPLOMA and record candidate
S. Basic	FTA-82-2808, 2828, 2832	11:46	Billinger, Hunt DIPLOMA
W. Tomsic	FTA-82-3066, 3888, 3636	10:58	Wittreich DIPLOMA
S. Ogozalek	ATU-82-22, 23, 49	9:26	Brozyna DIPLOMA
L. Brozyna	FTA-82-610, 611, 629, 630, 640	5:15	Ogozalek

HONOR SYSTEM

E. Buraczewski	ATU-80-918, 936, 948	6:42	TROPHY
T. Kvidera	FTA-83-302, 303, 314	DISQ	Out of sight hr aft 9:50
O. Ogren	FTA-83-36, 37, 38	DISQ	out of bounds aft 5:21

NO REPORT - Cuttone, McPartland, Zovich

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July 2/3, 1983

OFFICIAL SYSTEM

J. Glosson	FTA-83-531, 538, 542	DISQ	Seabridge out of bounds
W. Tomsic	FTA-83-2681, 2684, 2676, 2688, 2689, 3736	DISQ	Lukez unable to trap hr
O. Zovich	FTA-83-404, 408, 415, 417, 419, 421, 427	DISQ	Hunt out of bounds

HONOR SYSTEM

J. Contala	FTA-83-3501, 3502, 3504	5:30
T. Kvidera	FTA-83-333, 334, 332	4:01
O. Ogren	FTA-83-33, 36, 37, 38	3:08

NO REPORT - Basic, McPartland, Mead, Noon, Ogozalek

As you can see there were some very good times flown this Spring and Summer. Congratulations to all the winners, especially to Dick Seabridge for his bettering of the Official System Old Bird Record. One of the major topics covered in the before mentioned Officers' Communication was the balloting of the Executive Board for ratification of Dick's time as a new FTA record. With this balloting we now have it recognized as a new record.

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 * CONGRATULATIONS TO *
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 * RICHARD SEABRIDGE, Lawrenceville, New Jersey *
 * Holder of the FTA Official System Old Bird Record *
 * 15 Hours and 46 Minutes *
 * Flown on June 18, 1983 *
 * With a kit consisting of four hens - *
 * FTA-82-256, FTA-82-332, FTA-82-335 and FTA-82-336 *
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1983 was also a very productive season overseas as can be seen in the following summaries of NTU and DFU fly reports.....

We will start with the National Tippler Union of Great Britain -
 April 3, 1983 176 entries V. Lewis & Son 15:40, G. Howarth 15:35, C. Bristow 15:22, E. Flester 15:19 Sectional winners - North A. Woolley 14:59, South G. Holder 15:04, E/Central Bedworth & Instone 14:47, W/Central M. Price 15:12, Welsh/Irish J. Dower 14:35. Other top times S. Sayers 15:07, T. Morris 15:06, R. Paskin 15:05, J. McDonald 15:02, M. Camplin 15:00 and 39 others with 14:00 or better.

April 24, 1983 167 entries D. A. Fellows & Son 17:31, B. White 17:22, G. Woodman 17:05, J. McDonald 17:00 Sectional Winners - North G. Mason 16:51, South V. Lewis & Son 16:42, W/Central E. Flester 16:46, E/Central T. Dilks 16:46, Welsh/Irish H. Shannon 16:41. Others D. Roots 16:41, K. Hallas 16:40, T. Price 16:38, Busby & Clifton 16:35, J. Johnson 16:30, M. Ware 16:21 and 41 others with 15:00 or better.

May 22, 1983 156 entries J. McDonald 19:25 (New NTU Record for this fly), H. Shannon 18:36, B. Dunseith 18:17, S. Shivers 18:17, C. Lazzari 18:17 Sectional winners - North B. White 17:40, South V. Lewis & Son 18:11, W/Central M. Ware 17:53, E/Central J. Johnson 18:05, Welsh/Irish W. Hill 17:34. Others M. Murphy 18:03, B. Simons 18:02, G. Holder 17:53, A. Heavens 17:45, R. Glossop 17:25, M. Camplin 17:20 and 25 more with 15:00 or better.

June 19, 1983 127 entries E. Flester 20:02, H. Shannon 19:47, P. Harris 19:35, G. Mason 19:35 Sectional Winners - North L. Crossley 18:25, South V. Lewis & Son 19:24, W/Central J. McDonald 19:26, E/Central W. Chamberlain 19:20, Welsh/Irish M. Davies 19:10. Others include S. Sayers 19:18, R. Down 19:15, G. Woodman 19:14, Instone & Bedworth 19:12, P. Green 19:06, L. Hardcastle 19:02, M. Mountford 19:00 and 23 others with 17:00 or more.

July 3, 1983 Young Birds 149 entries H. Shannon 18:18 (New Young Bird World Record), K. Brown 18:15 (Also bettering the previous World Record), K. Potts 17:41, M. Price 17:18 Sectional Winners - North M. Ruddiforth 15:40, South D. Nicholls & Son 17:08, W/Central J. Fellows 17:05, E/Central Busby & Clifton 17:04, Welsh/Irish L. Hardcastle 15:05. Also A. Jones 16:56, C. Bristow 16:42, B. Webber 16:30, M. Murphy 16:14, B. Wilson 16:00, R. Down 15:53 and 21 more with 14:00 or better.

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NTU fly results continued....

August 7, 1983 143 entries H. Shannon 16:52 (New NTU Record for this fly), C. Clarke 16:48 (Also bettering previous NTU Record), K. Potts 16:25, W. Owens 16:20
Sectional Winners - North B. White 15:41, South D. Herbert & Son 15:47, W/Central K. Bowden 15:53, E/Central J. Wilson 15:31, Welsh/Irish M. Davies 14:37. Others are G. Lazzari 15:35, M. Pallet 15:32, D. Bartlett 15:18, R. Paskin 15:11, J. Stokes 15:11, M. Ware 15:01, with 16 others in excess of 13:00.

August 21, 1983 116 entries Instone & Bedworth 15:09, W. Owens 14:59, S. Shivers 14:34, C. Bristow 14:22. Sectional Winners - North B. White 11:35, South M. Murphy 13:41, W/Central M. Ware 14:21, E/Central Busby & Clifton 13:58, Welsh/Irish J. Lewis 13:34. Other top placers were J. Gee 14:14, Kirk & Leggatt 14:10, Gregory Bros. 13:40, T. Price 13:13, R. Paskin 13:05, J. Hill 13:02 and 17 more with 10:00 or better.

This season has produced the following results in the German Flying Tippler Union.....
April 16/17, 1983 45 entries Alfred Liemen 15:25, Erwin Gumpert 15:23, Paul Berns 15:22, Hans Hardtke 15:20, Heinz Schuller 15:18, Willi Bons 15:13, Heinz Kalus 14:50, Karl-Heinz Wurger 14:32, Friedel Balbach 14:30, Karl Wieners 14:11 with 14 others having times of 10:42 or more.

May 21/22, 1983 41 entries Erwin Gumpert 17:40, Willi Bons 17:02, Friedel Balbach 16:55, Elke Mecklenburg 16:31, Karl Wieners 16:20, Hans Hardtke 16:03, Karl Wurger 15:45, Leo Kahnwald 15:25, Dr. D. Krnja-Aman 15:10, Sabatdin Bilgi 15:00 and 10 others with 10:00 or more.

June 18/19, 1983 46 entries Friedel Balbach 19:14, Helmut Feide 19:05, Paul Berns 18:16, Dr. D. Krnja-Aman 17:44, Willi Bons 17:43, Heinz Schuller 17:38, Heinz Kalus 17:15, Heinrich Loock 17:15, Sabatdin Bilgi 17:10, Dr. med. B. Hafezi 16:48 and 15 more with 10:00 or better times.

July 2/3, 1983 48 entries Sabatdin Bilgi 17:50 (New German Young Bird Record), Heinz Kaupschafer 16:02, Heinz Schuller 15:51, Hermann Alfes 15:26, Helmut Feide 15:20, Alfred Liemen 15:17, Dr. D. Krnja-Aman 14:47, Walter Obitz 14:00, Elke Mecklenburg 12:30, Dieter Bock 11:40 and six more with 10:00 or better.

July 23/24, 1983 35 entries Young Birds Leo Kahnwald 14:40, Hans Hardtke 14:39, Karl Wieners 14:25, Heinz Schuller 13:50, Anke Bock 13:44, Sabatdin Bilgi 12:45, Elke Mecklenburg 11:20, Hermann Klemann 10:45, Hermann Alfes 10:34, Heinz Kaupschafer 10:12, Dieter Bock 10:03.

August 13/14, 1983 38 entries Young Birds Dieter Bock 16:00, Elke Mecklenburg 14:30, Erich Phillipowski 14:25, Heinz Wichmann 14:10, Heinz Kaupschafer 13:46, Heinz Schuller 13:35, Bernhold Koltoff 13:30, Wolfhard Jugl 13:28, Dr. D. Krnja-Aman 13:21, Friedel Balbach 13:07 and twelve others in excess of 10:00.

Congratulations to all the competitors throughout the world for some very good flies this season!!!

Many of you may know that the National Pigeon Association is having their Grand National Show in Harrisburg, Pa, this upcoming January. Our constitution provides that we hold our general membership club meeting in conjunction with the NPA National. That is providing that there is someone in that area willing to take on the duties of running the FTA Show, find a judge, etc. and that there will be enough members on hand to conduct a meeting. I know that the last time the NPA was in Pa. a few of the N.Y. and N.J. FTA members went over and had a good time. It is getting a

754.

late to be bringing up this topic, but if there is someone out there willing we do have time to let the NPA know that we are planning on being at the National. Any takers out there?

Along the lines of shows - in the before mentioned Officers' Communication one of the other topics was the choosing of a new drawing to accompany our recently updated wording of the show Standard for the Flying Tippler. As the balloting is running pretty close I will have to wait a while yet for a couple of the Board members to respond yet before having the Standards printed up and sent to the FTA members and the NPA for inclusion in their new Book of Standards which is due out shortly. As we are supporting what is supposed to be a flying breed the drawing will be of a bird devoid of any color or markings so as not to imply that the bird has to be a print as the old wording did. And also we are having head profiles of various strains of birds shown around the sketch of the entire bird to help stress that as a flying bird head shape is of little consequence. The drawings are done by Diane Jacky and are representative of her professional talent. I am sure that you will like the finished product when done. Copies should be available along with the next bulletin, or possibly before if anyone would like one sooner.

Over the months I have received a number of letters which usually would have been included in the "Mailbag" feature. But in an effort to get this Bulletin out in a reasonable amount of time this section will have to be dropped this time around. If there was anything in those letters which the authors would definately like to see in the FTA Bulletin please resubmit your thoughts as I am going to start accumulating material for the Mailbag from scratch and do not plan to take the time to go back through the stacks to find specific notes. I hope that you can understand my reasoning on this, if not please reread the first paragraph on page one.

Financially the FTA is not in any trouble. I have paid for next years bands and we have paid for out two page ad in the Tippler Special and purchased some extra copies to be made available to the fancy when those at the Pigeon Review are depleted. (All we have to do is wait for them to get it out now) The current FTA treasury balance is \$552.30 which is about exactly the same as at this time last year. A number of the members have been thoughtful enough to renew their dues over the past months even though I have not reminded them through the non-existent bulletins. There are quite a few though who have let their membership lapse, most probably due to my silence, these fanciers will find notes to that topic in their envelopes.

Remember our FTA dues are \$7.50 per year for senior members, \$2.50 juniors. There are still 1983 bands available if anyone is still in need of any. Cost \$3.50 per lot of 25. We also still have plenty of jacket patches \$3.00 each. Sorry there was not enough interest to have the club make hats available.

Unless something drastic occurs I will be making the time to get to the National Young Bird Show in Louisville, Kentucky the end of October. Actually I am supposed to be judging the Flying Tipplers there. In the past years they have had 50 - 75 birds so it promises to be a good time. The whole show is SUPER. 5000 - plus young birds under one roof for a one day show - FANTASTIC. The "Local" Tippler fanciers turn out in force and can provide anyone with very stiff competition in the show ring. Entry deadline is very close so get hopping if you are interested.

Hope that all have had a good season. Be sure not to push the birds too hard now as the days are getting shorter. No need to create overflys needlessly. Keep a few extras to use as old bird kits next year.

Sisyphus (correct spelling) - a legendary king of Corinth condemned to roll a heavy stone up a steep hill in Hades only to have it roll down again as it nears the top. (Webster's Seventh New Collegiate Dictionary)

FLYING TIPPLER ASSOCIATION OF AMERICA

BULLETIN #4 November, 1983

The Pigeon Review Tippler Special is finally out. It is another well done issue with lots of good information. Should be helpful to anyone wanting to know more about our hobby. It does not contain as many photos as the previous Special for a variety of reasons, the major of which is stated on the last page of the magazine - the Pigeon Review is going out of business. When they were laying out the issue they were planning on using most of the Loft photos in an upcoming Loft Special. And due to the costs of including photos they cut back on many of the bird photos that were submitted. All the submitted articles were published though so there is a lot of informative reading for all.

As with most magazines there are some typo errors in the issue, but one mistake carried at least twice I have to accept some of the blame for. About six or eight years ago I listed the North American records and in doing so had a typo regarding Red Dubuc's young bird fly. His time was actually 16:25 (sixteen hours and twenty-five minutes) but back then I typed 16:15 which I corrected sometime thereafter in our Bulletin. On at least pages 52 and 53 of the May, 1983 Pigeon Review Dubuc's time is listed as the incorrect 16:15.

The Pigeon Review does have a few extra copies of the Tippler Special available. Cost through them is \$5.00 per copy. Their address is P.O. Box 5195, Terre Haute, Indiana 47805. The FTA has purchased some copies too, but the Board will have to decide what the cost will be before I will make them available. So if you want a copy please contact the Pigeon Review until their supply is exhausted.

A Jerry Sweatt who published a new magazine called the Breeders Unlimited out of Georgia has stepped forward to take over the Pigeon Review. He is planning on combining the two publications and put out a quarterly magazine which will keep the title of Pigeon Review. The first issue will be their January, 1984 number and be a special on Jacobins. Jerry plans on using the mailing list from the old Pigeon Review for at least a few issues. I do not recall seeing anything on the cost of the new publication.

Lynn and I made it down to the the National Young Bird Show in Louisville. They had another great show with over 5100 birds, all youngsters. I barely got to see much of the birds as all of Saturday was spent judging - 50 Tipplers followed by 200 Indian Fantails. Didn't even get to see my own Fantails get judged. Have not seen a show report yet so I can not say what I did to whose birds in the Tippler classes. All I recall is that the Champion was a very nice looking silver grizzle owned by Bill Smith. Once I get a copy of the show report I will share the final placings with you. There were some very nice birds in the top ends of the classes - Prints, Grizzles, Mottles and AOC's. Only a few birds over weight, which of course hurt them. But I was unpleasantly surprised by the number of birds with holes in their flights. I do not recall seeing any with live insect infestation but these holes signify that at least one exhibitor needs to pay more year 'round attention to his birds environment. Such feathers have no place on birds kept either for the air or the show pen. By the way don't just put up a No Pest strip and think that you will never have a problem. I know they do not always work.

Things have not slowed down for me at work or at home and still show no signs of letting up in the foreseeable future. I have the diplomas and fly winnings checks in the mail, most of them anyway - have to get more diplomas printed. This bulletin will have the balance of the 1983 fly results. The Board is working on the 1984 fly dates and a few other topics. I do not expect to get another bulletin out until probably February so hope that you all have a happy and healthy holidays.

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I have already received orders from the members for about 1000 of our 1984 bands. They are gold and look very nice. As specified they will be mailed out in the second week of January. So there is no rush to get your order in, but I would appreciate any early orders that are received as I can fill them at my convenience rather than wait for a big push at the first of the year. I will be enclosing notes in the envelopes of those members whose FTA dues expire in the next few months because I am not sure when the next bulletin will be out to remind them in. Am planning on putting out an up to date membership list sometime after the first of the year, possibly with the next bulletin so those who have expiration dates in January please be prompt with your renewal if you want to be assured of being listed on the roster. As expected the last bulletin brought forth a few expressions of sympathy but no volunteers. I will continue doing what I can with the understanding that you members know that patience will be needed.

1983 FALL SERIES FLY RESULTS

September 17/18, 1983

OFFICIAL SYSTEM

S. Basic	FTA-83-2815,2846,2818	10:04	Zovich TROPHY, DIPL
L. Wittreich.	FTA-82-3828, '83-2114,2122	8:14	Tomsic DIPLOMA
W. Tomsic	CTU-83-332,351,366	3:35	Wittreich

HONOR SYSTEM

J. Contala	FTA-82-5311, '83-3511,3510	10:33	TROPHY, DIPLOMA
O. Ogren	FTA-83-33,36,38,41,44,45,46	2:02	

NO REPORT - Asencio, Closson, Kvidera, Lukez, Zovich

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October 1/2, 1983

OFFICIAL SYSTEM

L. Wittreich	FTA-82-3828, '83-2114,2122	10:51	Lukez TROPHY, DIPL
W. Kahlert	FTA-83-605,632,3197	9:38	Ogozalek DIPLOMA
A. Lukez	FTA-81-548,555, '82-3021	6:01	Wittreich
S. Ogozalek	FTA-83-654,659,663,693	1:28	Kahlert
R. Seabridge	FTA-83-915,920,926,944,945	DISQ	Mazur out of bounds

HONOR SYSTEM

D. Tomsic	FTA-83-2142, CTU-83-624,626	9:20	TROPHY, DIPLOMA
T. Kvidera	FTA-83-360,386,395	8:03	DIPLOMA
O. Ogren	FTA-83-33,38,41,44	2:35	
J. Contala	FTA-82-5311, '83-3511,3510	DISQ	rule #18

NO REPORT - Asencio, Basic

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October 15/16, 1983

OFFICIAL SYSTEM

R. Seabridge	FTA-83-915,920,944	12:01	Mazur/Mershen TROPHY, DIPLOMA
S. Ogozalek	FTA-83-659,654,663,695	11:33	Brozyna DIPLOMA
W. Tomsic	CTU-83-624,626,FTA-83-2142	9:39	Wittreich DIPLOMA
E. Borchers	FTA-83-513,516,518	8:55	Doyle DIPLOMA
W. Kahlert	FTA-83-605,632,3197	DISQ - unable to trap in hour after 12 hours. Mead	
L. Wittreich	FTA-82-3828,'83-2114,2122	Tomsic DISQ 1 out of sight over hour	

HONOR SYSTEM

M. Franz	FTA-83-1477,1478,1481,1483,1485	10:17	TROPHY, DIPLOMA
T. Kvidera	FTA-83-360,386,395	DISQ down out of bounds in rain aft 6:20	
J. Contala	- NO START - lost kit		

NO REPORT - Asencio, Basic, Lukez, Zovich

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October 29/30, 1983 - STOCK FLY

OFFICIAL SYSTEM

A. Lukez	FTA-81-516,548,555,'82-3021,3042, CTU-83-241,248,249	11:17	Pavlovic TROPHY, DIPL RECORD CANDIDATE TIME
O. Zovich	FTA-83-408,417,419,421,436,437,438, 450,454,456,460,464,4983,4984,4992, FTA-82-855	10:35	Kinnear DIPLOMA
W. Tomsic	FTA-83-471,2142,CTU-83-316,324,332, CTU-83-351,366,624	9:14	Wittreich DIPLOMA
L. Wittreich	FTA-83-2148,2104,2144,2135,2150,2147, CTU-83-627,368	DISQ Tomsic 3 missing over hour, others overflow	
L. Brozyna	FTA-82-611,640,610,'83-751,752,760, 755,783,758,MM-82-8724	DISQ Ogozalek unable to trap last bird in hr aft 8:27	

HONOR SYSTEM

M. Franz	FTA-82-2879,2883,2892,'83-1477,1481, 1485,1487,1488,1489	8:26	TROPHY, DIPLOMA
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NO REPORT - Basic, Kvidera

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- 1983 FTA AGGREGATE TOTALS -
OFFICIAL SYSTEM

W. Tomsic	56:45	L. Wittreich	19:05	G. Chater	9:53
A. Lukez	46:40	E. Borchers	18:45	J. Mead	9:01
R. Seabridge	39:17	D. Peric	13:34	J. Cuttone	7:57
S. Basic	34:53	M. Markovic	13:20	J. McPartland	7:35
O. Zovich	33:39	W. Kahlert	13:02	L. Brozyna	5:15
S. Ogozalek	22:27	E. Buraczewski	12:56		

- 1983 FTA AGGREGATE TOTALS -
HONOR SYSTEM

M. Franz	38:43	J. Contala	16:03	D. Tomsic	9:20
T. Kvidera	20:59	L. Brozyna	11:17	E. Buraczewski	6:42
		O. Ogren	9:45		

* * * * *

I have just received the show report for the National Young Bird Show held in Louisville so will share the placings in the Flying Tippler classes with you. Judge was Tim Kvidera. 46 birds were entered. Champion went to Bill Smith on a grizzle hen band number 573.

GRIZZLE HENS (3)

1. B. Smith	573
Best Gr., CHAMPION	
2. Keisers Loft	1351
3. Keisers Loft	973

GRIZZLE COCKS (2)

Keisers Loft	1400
Keisers Loft	1360

MOTTLE HENS (6)

Keisers Loft	1369
Best Mottle	
A. Flinn	115
G. Lechner	1657

MOTTLE COCKS (7)

1. G. Lechner	1667
2. G. Lechner	1670
3. Keisers Loft	1395

PRINT HENS (8)

G. Lechner	1674
G. Lechner	1675
W. Washington	185

PRINT COCKS (8)

Keisers Loft	1361
Best Print	
T. Ganey	427
G. Lechner	1665

A.O.C. HENS (6)

1. W. Washington	180
Best A.O.C.	
2. Keisers Loft	1392
3. W. Washington	179

A.O.C. COCKS (6)

Keisers Loft	1353
G. Lechner	1660
G. Lechner	1662

Congratulations gentlemen this was a nice collection of young Flying Tipplers.

Bob Rotschi had donated a trophy for the best barred flying Tippler. I do not recall which bird won this award clearly, but I think that Bob ended up with the best of the five or six blues and silvers. I don't mean to put him on the spot but I think I overheard him saying something about putting up another trophy next year. Lest I forget - Bob's donation for best barred bird was on behalf of the F.T.A. Thanks Bob for the publicity. Now next year be sure to do it early enough to get us some ink in the Premium Book.

While on the topic of shows - last bulletin I asked if anyone would be willing to coordinate a Flying Tippler meet for the FTA at the NPA Grand National show in Harrisburg. Well, the response was silence. And now the latest word is it would not have mattered anyway. There is an outbreak of poultry flu in Pennsylvania which has caused the health officials to cancel any and all bird exhibitions to include the Grand National. The NPA has hastily rescheduled the show to El Paso, Texas, keeping the dates the same as would have been in Harrisburg. As there are less Tippler fanciers in Texas than Pa. I expect there is less of a chance that we will sponsor any type of a meet. Besides it is now too late to get anything organized through the Bulletin as there will not be any more FTA Bulletins until after the show, as mentioned earlier.

- FLYING TIPPLER TOPICS -

By Gordon Hughes

(Taken from PIGEONS AND PIGEON WORLD, October, 1971)

Now that the breeding and flying seasons are both finalized for yet another year, we can look back and ponder upon our successes and failures, and even set our target for 1972. It is certain that we shall make the same errors again, but we hope perhaps not to make so many for at least we shall have benefitted from one more year's experience. But how many fanciers will have stored up such knowledge, and made the resolution to put right the things that went wrong in 1971?

Those fanciers that do take a little time to think about this, will surely take another step up the ladder which will lead to more proficiency and better times. I believe that now is the time to prepare to breed good youngsters for the coming season. The health and quality of those forthcoming youngsters is to be decided now, by the way in which your stock birds are treated during this winter.

There are many essential items to be attended to, and they cannot all be listed as a whole book would have to be printed to say the least.

I have found through the years of experience in which I have tried and failed many times that the most essential items are as follows;

1. Have as much air blowing through your loft as practicable, with precautions taken to keep the loft dry, and stop rain from blowing in. To give you an example, I have four gaps running the whole length of my loft at the rear, positioned at equal spaces apart. I have two gaps at each end approximately 3 feet by 4 feet. The whole of the front of the loft is louvred, including the doors. I have found since giving the birds the maximum fresh air, summer and winter, that their health has improved, and that their feathering has become excellent.

It is a few years since I opened up my loft to the four winds, and I find that the birds have gradually improved. For those who say otherwise, one must sum up the facts. I have flown 112 hrs 41 mins in seven National competitions this year, which is over 16 hrs average time for each competition (this includes the competition on June 6th when I was disqualified as I failed to get one bird in the time allowed). However, perhaps you will agree that there is an argument for giving the birds the maximum fresh air. Incidentally I can honestly say that the youngsters bred this year have been as strong and well feathered as any I have ever bred.

2. Have at least one inch of washed sand upon the floor at all times. The droppings can be raked up, and the sand riddled periodically.

3. Use a mixture of good clean dry food. Do not use new or immatured corn under any circumstances. Always feed the birds in a hopper or small pot or vessel, and never put or leave corn on a dirty floor. Give fresh drinking water at least once a day, and make sure the containers are clean.

4. Do not keep a loft of lousy birds. Clean them properly with spray or anti mite powder, and then ensure that they keep clean by giving them a frequent bath, with a little permanganate of potash, and salt added to the water.

5. Do not keep more birds than necessary, dispose of surplus ones now.

6. Many fanciers, after trying for a few years, come to the conclusion that their birds are not good enough but in most cases, the birds are much better than

TIPPLER TOPICS, continued....

given credit for, and it is usually the trainer who is letting the bird down by feeding them on bad food, keeping them in a bad loft, and then expecting them to fly 19 hours without training. If, however, you have given your birds every chance and you are still not satisfied, there are two choices open; either get rid of the lot and start again, or purchase from a reliable consistent fancier one or two proved birds to improve your stock. The question then arises, are you gaining to be "PENNY WISE AND POUND FOOLISH," by begging your new stock or are you going to buy a few birds which will last you for years. A bird of which you can boast that all your stock is related, after two or three years of inbreeding. If you are not prepared to pay a reasonable sum to obtain a bird which may have taken a lifetime to produce and you accept new stock for next to nothing, then you are defeating your own object as the odds are against you having purchased the best birds. You are then back in the same position. You will have mediocre stock and then perhaps after another few years you will realize that it would have been cheaper to start off again with the best.

* * * * *

Along with this bulletin you will find a copy of the FTA recognized show standard for the Flying Tippler. This standard incorporates the wording that the membership passed a year or so ago which changed phrasing in the "Utility" portion of the standard that implied that the bird had to be a certain color or marking. On the flip side of the wording of the standard is a drawing picked by the FTA Executive Board to accompany the wording. It drives home the point that the Flying Tippler is to be a performing bird and that beauty features are a low priority. The had profiles shown are not ment to be the only ones allowed, but rather as a means to make it obvious that a Flying Tippler does not have to conform to one set head type. I passed out a few copies of the finished product at Louisville and it was either well received or no one was willing to tell me otherwise. Hope that it was not the latter.

As mentioned earlier the fly winnings checks have been made out and most of them mailed. This leaves us with a current treasury balance of \$472.08 which is a little more than last year at this time. Those of you who have dues expiration within the next few months have notes in your envelopes. Annual dues are still \$7.50 for senior members and \$2.50 for juniors (under 18 years old). It is time to consider sending in your 1984 band order. Again this year the cost will be \$3.50 per each lot of 25 bands. We still have plenty of FTA jacket patches on hand for any who wish such. They are very nice looking - four inch in diameter with our FTA logo bird in black and white on a blue background. Price is \$3.00 each on the patches.

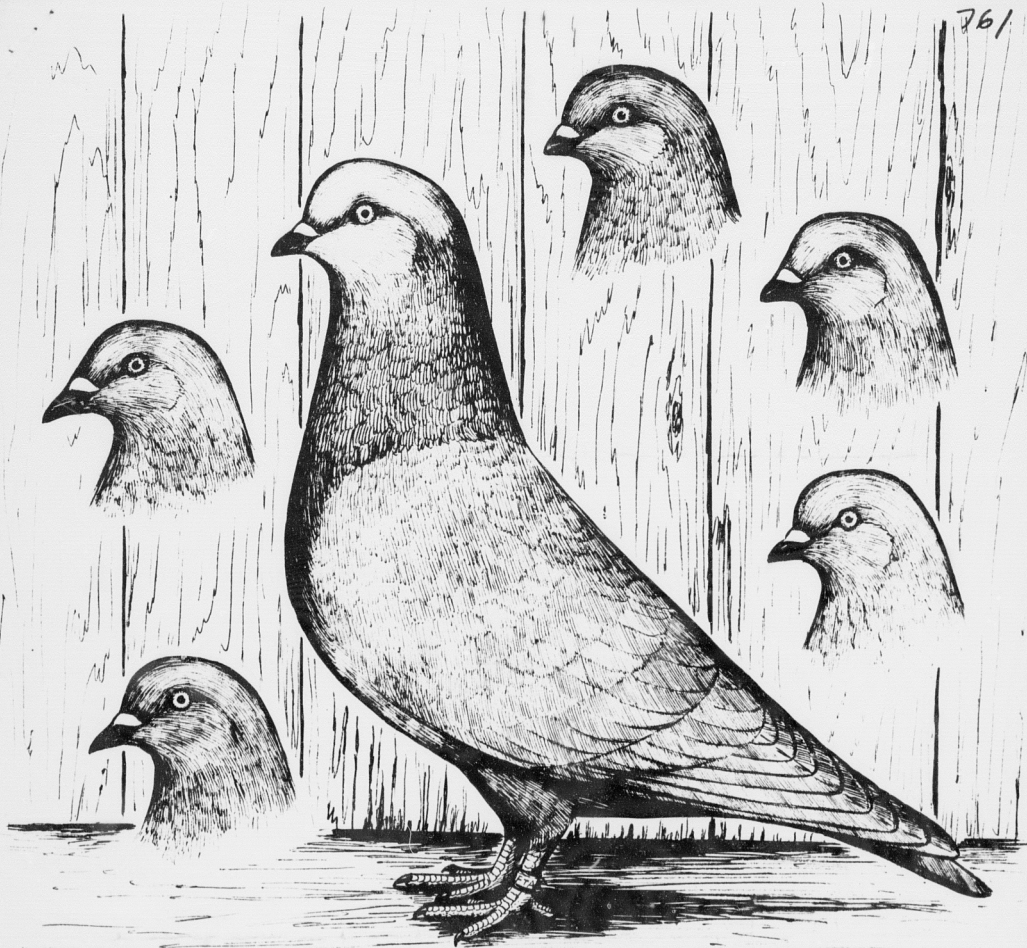
Please welcome the following new members to the FTA....

Keith Ogren - Rt 1, Box 155, Dike, Tx 75437 (Junior Member)
 Stacy Ogren - Rt 1, Box 155, Dike, Tx 75437 (Junior Member)
 - Sorry I forgot these two in last bulletin -

Luke Piechocki - 4120 David Rd., Harbor Creek, Pa. 16510 (Junior Member)
 Helmut Hundt - 4212 Bloor St. W., Etobicoke, Ontario, Canada M9C 125
 Hamid (Al) Ahmadi - P.O. Box 94 MSU, Wichita Falls, Tx 76308 ph. 817-696-6639

On behalf of Lynn and myself I would like to wish all of you a happy and healthy holidays and a successful new year.

Butcher, Tim



FLYING TIPPLER

Including head profiles of a variety of strains

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SHOW STANDARD OF EXCELLENCE
FOR THE FLYING TIPPLER

UTILITY FEATURES

- CONDITION (25 pts) Hard, firmly muscled. Light in weight for size. Clean and alert.
- WINGS (12 pts) Stress the importance of secondaries. Broad flexible, overlapping feathers should be present, no gaps in the wings. Flights should be carried atop the tail, and give every sign of strength. Top line smooth and without "sail" or "sideboards".
- TAIL (6 pts) Noteably narrow, but capable of great expansion. Strong but resilient feathers. In entirety, small and light in weight.
- KEEL (6 pts) Shallow and long, for a Tippler not a Homer. Coming quite close to the "fork" (vent end).
- FORK (6 pts) Firm and close (to each other and to the keel).
- PACK (6 pts) Broad at the shoulders, it tapers to a trim, strong rump to achieve the breed's powerful wedge shape.
- CHEST (6 pts) Broad and capacious, to accommodate the heart and lungs of a sporting pigeon. It should be big from side to side rather than projecting forward.
- CUTTING - If any of the foregoing utility features are "cut" to as low as 2/3 of the maximum number of points that are allowed to them (for example, 16 out of the 25 points for condition) then disqualification is automatic.

Total points for Utility Features (67). Total points for Beauty Features (33).

BEAUTY FEATURES

- HEAD (3 pts) Small with refined shape and appointments. Gracefully rising from the beak, but with no frontal bulge. Flatness on top permitted.
- NECK (3 pts) Medium short, sharply tapered. Broad at shoulders, narrow at head. Tight and clean in front, no gullet.
- EYE (3 pts) The "white" ("pearl", "gravel", etc.) type rather than the "color" (yellow, orange, red, etc.) series is desired.
- CERE (3 pts) Fine and dark on intense colored birds, lighter on dilute birds.
- BEAK (3 pts) Stout and medium small. Very dark on intense colored birds, horn colored on dilute birds.
- WATTLE (3 pts) Small, smooth and white.
- LEGS (3 pts) Short, red, free of feathers. Fairly wide-set with a rear placement.
- FEET (3 pts) Small but strong. Red with dark nails on intense colored birds, horn colored on dilutes, white permitted on pied birds.
- COLOR AND PATTERN (3 pts) In this sporting breed less importance is attached to this category than to any other. With no preference given to any color or pattern, credit should be accorded to the success evident in approaching pattern definition and achieving richness of color. Tipplers are permitted to any color, pattern or marking.
- STATION (3 pts) Pronouncedly vertical rather than horizontal. Head up and back. More is to be expected of cocks in this matter.
- EXPRESSION (3 pts) Smartness, eagerness, but not wildness should be dominant with no suggestion of dullness or lack of interest.
- CUTTING - Beauty features, having no great effect upon the working ability of the pigeon, may be cut severely without disqualification.

Accepted by Flying Tippler Association of America, 1982

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XI

PIGEON REVIEW, Volume 6, Number 5, May 1983, "Tippler Special"

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Introduction

This "Tippler Special" was coordinated by Stanley Ogozalek. It contains a great many photographs as well as dozens of important Flying Tippler articles. The copy that is reproduced here is from an original copy of this issue of **PIGEON REVIEW** that is in my collection of Flying Tippler papers.

FLY YOUR TIPPLERS.

YOU OWE IT TO THEM—

AND TO YOURSELF.

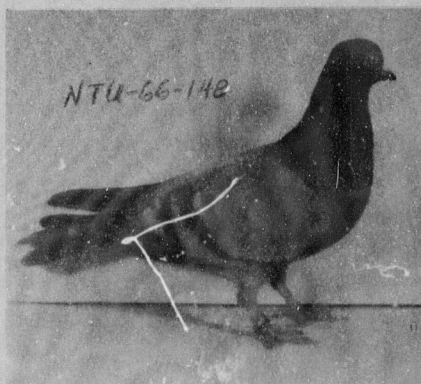
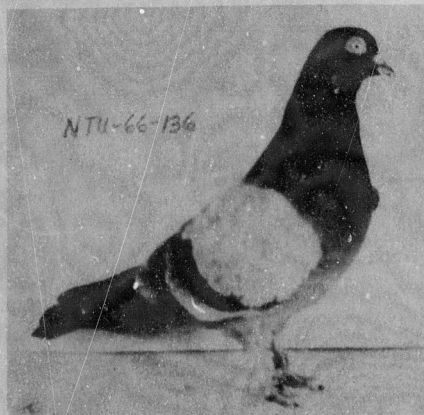
Pigeon Review

MAY, 1983
TIPLER SPECIAL

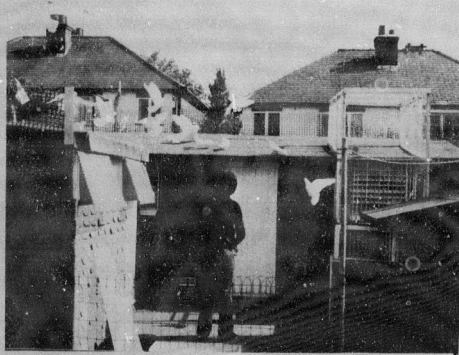
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RD #1, Box 40
Carbondale, PA 18407-9706

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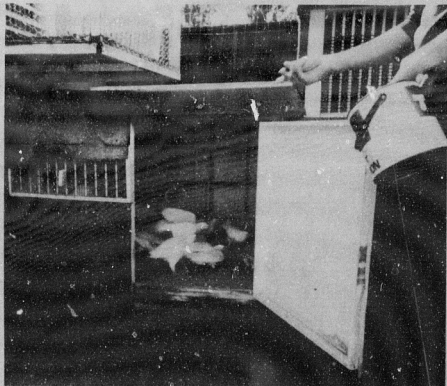
S. Robert Powell



The above photos depict the four Flying Tipplers by Vic Jendzo from Gordon Hughes of Derby, England in July, 1967. NTU-66-136, NTU-66-148 and NTU-66-150 are cocks. NTU-67-136 is a hen. Photos from Vic Jendzo. See article for more details.



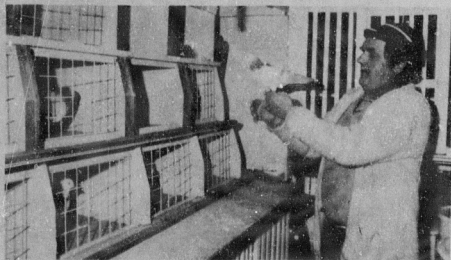
Paul Bowden, England working his droppers. On the left side is his breeding loft, in center his flying loft and on the right is the dropper loft.



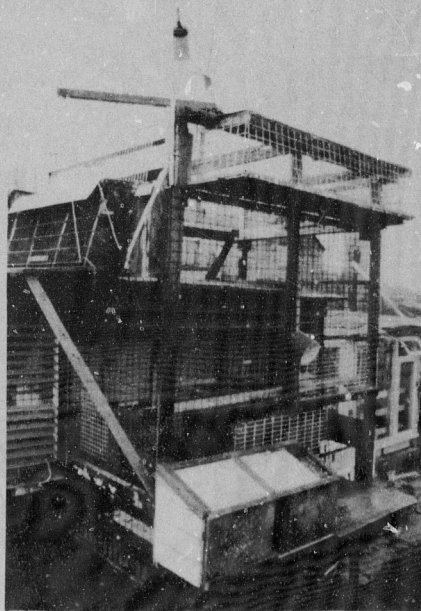
Interior view of Paul's loft for his droppers.



Paul Bowden holding one of his Tipplers inside his loft.



D. Fellows w/filer in front of flying boxes.



D. Fellows trap and training box with box on top front for youngsters. Droppers bottom box opens into trap, ready for dark.

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First of the month prior to date of publication. For example: Deadline for March issue is February 1st.

IN APPRECIATION

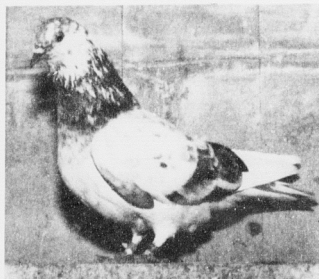
I would like to thank *Pigeon Review* magazine for publishing this 1983 Flying Tippler Special Issue for the fancy. It is my hope that this issue will be well received by all Flying Tippler fanciers as was the May 1980 issue and become a collector's item as well.

Some of the articles contained in this issue might give the newcomer to Flying Tipplers a better understanding of any phase of the training of the birds. The many photos can also be of help to the novice by giving him an idea about loft design, etc.

At this time, I would like to thank all the fanciers who took the time to pen some lines for this issue. I'm sure that these articles will be enjoyed by all!

In closing, allow me to say once again "a big thank you!" to the entire staff of *Pigeon Review* magazine for their kindness and their efforts with this "special".

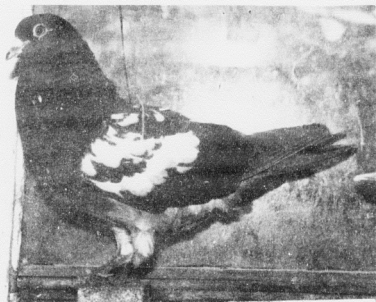
Stan Ogozalek



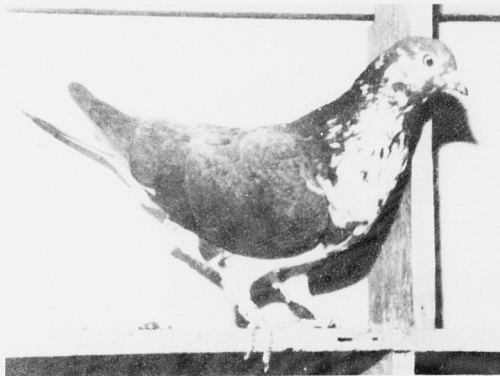
Cullen Hen
Imported by D. Seabridge



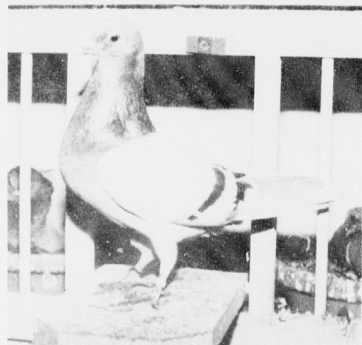
Pair of G. Davies' Tipplers that are
of the Carnew Strain.



J. Boden's Red Tippler



B. Mentel's H. Hunt type of
Flying Tippler



J. Closson's "Boken" strain
Silver hen.

ORIGIN OF THE TIPPLER

By: Nelson A. Balmer

A number of people have asked me the origin of the Flying Tippler and in answer I am offering the following article for what it is worth. I am not an expert, but in conversation with fanciers of more experience and what I have read, I think that what I can tell you on the subject may give you a fair idea of how the Flying Tippler originated.

According to Fulton's "Book of Pigeons", the Rollers, Tipplers and Tumblers all descended from the Flying Tumblers which were flown in England about one hundred years ago. Following is a quotation from this book on the differences between Rollers and Tipplers.

"Rollers are those which at every exhibition of their rolling powers pass through an unaccountable number of backward revolutions or somersaults, in such quick succession as to appear like a falling ball. A good Roller should fairly roll twenty feet.

Tipplers should nearly throw a single somersault, and this very frequently; but any more is sufficient to cause him to be plucked at the earliest opportunity.

Some prefer the highflyer, and make a selection as to incorporate in one flock only such birds as can traverse the realms of space for half a day or more. Others consider that a flock of high and long fliers, even if slow workers, affords the full enjoyment which such display can afford, if only they will "scrape the sky" for half an hour; still others prefer a well chosen flight of 30 good and true acrobats, brilliant workers, composed of three-fourths good strong-flying mid-sky workers, and the remaining fourth long rollers of superlative merit as leaders. Then there are others who believe the nearest realization of merit is that a flight of good Tipplers, such as perform in a compact mass, their single revolutions with perfect accuracy and uniformity, such as fly high, are always busy and endure long flights with comparative ease.

Now you will see by the foregoing, that the Tippler was originally a bird with tumbling instincts, hence the name "Tippler" to designate a single tumbling bird.

In other books I have read, they tell about English Fanciers and their tumbling birds. Some fanciers wished their birds to do a series of tumblers or rolls, but only fly for an hour or two. These fanciers therefore bred from birds which did the most rolling, and in time developed the Roller as we know it today. Other fanciers did not care about tumbling in their birds, but wanted birds to fly a long time. The longer the birds flew and the less tumbling they did, the better their owners liked them. In time these fanciers developed a bird which would not tumble and used it's energy to fly longer. As they put it, "would fly the clock around".

The fanciers who lived in the vicinity of Birmingham, England and went in for the roller type of bird, hence today you all know about the "Birmingham Roller". On the other hand, fanciers in the vicinity of Sheffield and Lincoln went in for the long flying birds, and these became famous for the "Tipplers" or long fliers. I have a book written by George Smith of Sheffield about 40 years ago, and in it he tells about the fanciers in the different districts and the type of birds they flew.

The Tippler, as we know it today, has a longer face than the Roller or Tumbler and I believe, some time during the making of the breed, that the "Cumulet" was crossed with the Flying Tumblers to give the birds better flying ability and to check the tumbling tendency. Some strains of Tipplers have a definite resemblance to Cumulets in their heads, also seem to fly higher than the ones who do not

have this characteristic. Apparently the Cumulet derived its name from the word "cumulus", which means "clouds", and its ability to fly high in the clouds. George Smith, in his book, said that they were imported from Germany and that they had plenty of muscle and brain power. They also had a liking to ramble for miles from home, returning only at intervals, then going away again.

As a boy I flew Rollers and I know that they never did any rambling while flying, so that is why I think that the Tippler has Cumulet blood in its' veins. Sometimes I only see my Tipplers once or twice an hour.

Now to sum up the evidence, as the judge would say, I think the Tippler really started from the flying Tumbler and later the fancier added a Cumulet cross to try to eradicate the tumbling habit and also add stamina and long flying powers.

There is quite a difference between strains of Tipplers. As George Smith puts it, "Some fly because they like to fly, others because you make them fly". I have noticed the difference myself.

Tipplers come in quite a variety of colors, the most common being Prints and Mottles. The Prints have white bodies, with dark tails and wing tips and dark markings on the neck. The mottles are the same as prints, with the light and dark feathers alternating on the side of the wings.

I have had nearly every color except solid Black and pure White. I bred a Black Chequer last year and a white with only a few yellow markings on the head. There are numbers of other colors and the following is the list of colors I have bred myself: Dark Print, Mottles, Braonzes, Blue, Blue Grizzle, Silver, Silver Grizzle, Duns in Solids, Grizzles, Mottles and Prints. Reds in solids, mottles and prints, Yellows in solids, mottles and prints. Black Chequer and Blue Chequer. As to flying ability, I have found that one color flies equally as well as another in my birds.

Now you will understand that the Tippler as we know it today is a bird with the most graceful wing action and wonderful stamina. He seems to move along with very little exertion and certainly must be able to do so when we expect him to fly from dawn to dusk. I think he is the most fascinating of the flying varieties and many happy hours can be spent by watching him soar in the clouds, even while the owner works in his garden or does other chores about his home.

Cocks and hens fly equally as well, but I like the style of the hens better. They seem to have a more graceful wing action and fly steadier. Cocks are inclined to do some clapping of the wings and this tends to break up the kit. I flew a kit of 10 hens last fall and believe me they were a treat to watch as they soared along, seemingly without any effort at all. The only trouble with hens is that when training for a long fly they must be put in individual pens or they will mate up and lay, which would be disastrous from a long flying angle. I even found at time it necessary to pen cocks separately, as they mate up and cause trouble with the others.

I always mate up my birds in February and separate them in June, putting cocks in one pen and hens in another. However, a number of cocks always mate up about this time of the year and also a number of the hens, which shows that they are lively and full of vigour.

I hope this little article will be a help to some of the boys and will clear up some doubts and misunderstandings.

HUGHES TIPPLERS IN NORTH AMERICA

By: Tim Kvidera
Anoka, MN

When Vic Jendzo, a successful Racing Homer flyer, decided to switch to Flying Tipplers, his pigeon experience had taught him that years could be saved in the pursuit of success by obtaining top quality stock from a reputable, established fancier. With that in mind, he chose to import birds from Mr. Gordon Hughes of Derby, England. Hughes had been breeding and flying Tipplers since 1925 and during that time had numerous competitive flies in the upper teens of hours. Hughes set the World Young Bird Record of 18 hours and 7 minutes in July 1973. (This has since been broken by Brian Wilson with a time of 18:10 flown July 4, 1982.) Hughes' best old bird competition time was 20:03 flown in 1978. A number of fanciers in England have been quite successful flying pigeons of the Hughes line.

The four birds imported by Vic arrived in July 1967. They included three blue bar cocks: NTU-66-136, NTU-66-148 and NTU-66-150 and one blue bar hen NTU-67-0136. (See Front Cover). To date these are the only Hughes imports known to have come to America.

Vic bred and flew the Hughes birds for a few years, enjoying some success in ATU and FTA competitions. After a while his interest in Racing Homers was rekindled and he disposed of the Tipplers. The majority of them went to Henry Samfield of Philadelphia, PA. Ed Buraczewski of Holbrook, NY and Mickey Conticchio of Jersey City, NJ also obtained a few along with some other members of the American Tippler Union. Both the above have continued to maintain Hughes birds in their lofts and have flown good times.

The typical Hughes pigeon is a medium to small bird and usually a blue bar self. They have angular heads with a prominent eye. In the photos it can be seen that these blues also had some sooty and dirty modifiers to the basic blue. From photos and accounts by Hughes he also had a few blue badges and an occasional black self from some selected out crosses after the time of Vic's importation. One of these badge crosses was in the 18:07 Young Bird Record kit and she, when paired back into the basic family, produced the three birds in the 1978 20:03 kit. Over the years, whether by chance or happenstance, an occasional grizzle materialized in some American lofts. These were paired back into the blues maintaining the structural aspects of the Hughes family.

The Hughes birds tend to be a little on the high strung side. In the couple years which I have flown them, this has not been much of a problem for me as I have a wide open, easy drop to the loft. The way I have handled them in my flat area they have basically been a medium height flyer, but have put on some beautiful aerial performances at pin high. I have not extensively tested them in foul weather, but on a nice day I was fortunate enough to fly a young bird kit for 15 hours and 32 minutes in July 1981.

Although they are not necessarily a "beautiful" looking family of Tipplers, the Hughes birds are proven endurance fliers and have consistently performed well in Great Britain. They have yet to achieve wide-spread acceptance and support in America.

"PRISCO" FLYING TIPPLERS

By: Tim Kvidera
Anoka, MN

When Bob Prisco of Moorestown, New Jersey decided to get seriously into Flying Tipplers he chose to import some top quality pigeons from Great Britain. Through the assistance of Arthur Davis, Bob was put in touch with Tom Sheppard, John Lewis and Syd Passmore, three neighbors in the Swansea area of Wales. These three all fly birds of similar heritage, essentially of Syd's making. Arrangements were made and a shipment of ten birds came to the United States in April 1974. Seven of them from the loft of Syd Passmore, a long-time prominent figure in Great Britain's Tippler circles who held his area club's old bird record with a time of 19 hours 30 minutes. Two hens were from John Lewis, who set their club's young bird mark at 17 hours, 15 minutes and one cock was from the loft of Tom Sheppard, the spokesman of the trio.

The actual birds sent included NTU-71-1111, a blue cock; NTU-72-5188, a "huge" white cock; NTU-73-1126, a grey (blue grizzle) cock; NTU-73-1134 a bronze badge cock; NTU-73-1113, a blue badge hen; NTU-73-1132, a blue odd flighted hen and NTU-73-1133, a black saddle hen all from Syd Passmore. The two John Lewis hens included NTU-73-1194, a dun and NTU-73-1202 a black badge hen. The Tom Sheppard cock was a black white tail band number NTU-72-1167.

From the color descriptions listed above, you can see why these birds might be considered the most colorful addition to the American Tippler scene in recent history. Some of these birds also carried recessive red, which resulted in some very striking red and yellow mottles for Bob. I had the good fortune to visit Bob a number of times while in New Jersey on business and was able to see and handle the imports as well as many of the offspring. The thing that most impressed me was the wealth of quality feather. Many of the birds had wings that just wouldn't quit.

Usually when one imports pigeons, the birds take on the name of the originator (for example Lovatt, Hughes, Cullen, etc.) but in this instance they became tagged with the name of the importer, Prisco, rather than the breeders. Maybe this was due to the birds coming from three different lofts. They were often referred to as "roller-marked" birds. Many times in a not so complimentary manner. The Swansea birds never caught on in the New York, New Jersey area, which was and is still heavy into Lovatts. Bob's time was spread over many areas - school teaching, family, sports, racing thoroughbred horses, etc. - and maybe the birds never were given a fair shake. Although Bob flew a few ten plus hour competitive times, there was not much fancier interest in his birds and eventually Bob lost heart and disposed of the birds.

A few have given the "Prisco's" a try and found them to be fairly easy to handle. Most often the imports are that they fly low. One fancier has been known to watch his kit fly up and down the streets beneath his roof-top loft on a three story brownstone. There are many times when mine have had to climb to clear telephone wires, trees, etc. There are many things that affect the height of a kit - weather, feed, condition, terrain to touch on a few - but also some strains prefer to fly at specific altitudes. It appears as though at least here in America the Swansea birds are low to medium height fliers.

Through the generosity of Stan Ogozalek, I have been trying Prisco's for a couple years now. Besides the feather

quality already mentioned what has most impressed me is the steadiness of these birds in poor light. I have consistently had little or no problem getting even untrained kits to land in the semi-darkness of 15 to 40 minutes after sunset. I have also released them into darker sky in the morning than any other birds and had no problems even on the initial toss in early dawn. They are good rakers, but care must be taken to pick birds which will kit tightly.

If you are looking for something to add sparkle to your loft, variety of color and pattern, the swansea birds may be for you.



Ten birds imported by Prisco in 1974

STYLES OF FLYING

By: S. Ogozalek

As you may or may not know, there are different styles of flying amongst the strains of Flying Tipplers. You've probably read about or heard from other fanciers about the "butterfly wing action" of one strain and the "bow and arrow" style of another and that some fly slower than others while there are those that "rake" or "ramble" quite far. But let us concern ourselves now with that part of style that I enjoy most — Height. Flying height with Tipplers and other pigeons is affected by weather (thermals, wind speed and direction, humidity) and the body structure of the birds. The true Tippler fancier pays attention to the local weather forecasts during the flying season and especially to those few days just prior to a competition whereby the use of the wrong ingredients could affect their long performance. If you have been studying your flying kit in various types of weather during their training, you'll soon learn what their best wind direction is for long time flying and pray that you have the same on the big day.

Some strains are well known for their high-flying ability, that is not to say that they are knocking their heads against the clouds for the entire day though, in some cases, for the better part of it. High flying, with emphasis on the high, on a contest day with a clear blue sky and a helpful wind can and at times does cause a fancier to suffer disqualification being that the kit couldn't be located during either the two and one half hour or the one hour period. I

have referred kits, on contest days, that flew at great heights and had to almost strain my eyes following them (a good pair of sun glasses is a must) and forget about blinking your eyes with them up so high because you'll surely lose them! During one contest, while acting as a referee, a certain fancier was almost disqualified six times during the day for being out of sight for an hour, but luck was with him as together we located the kit just in time! It's always a pleasure for me to have witnessed a kit that had been flying "in the top" (as the English fanciers put it) on Contest Day and more so when the kit is my own!

As for the second type, the style of flying can vary from slightly higher than roof-top level to the "pin-point". As one Canadian flyer, who commented on his own "Tipplers" style, said, "One minute you can see them above the roof tops and shortly thereafter they're like diamonds in the sky". While another top flyer from Toronto has said to me that on Contest day, his kit would stay low for a couple of hours until they settled down and would then go on the "rambles" for the better part of each hour. With favorable weather conditions, his kit would "bury" themselves in the blue which caused him to be concerned.

As for the third type, which I classify as low to medium flyers, are rarely seen "up in the blue" but prefer to do most of their flying at or near the rooftop level. As youngsters, they may climb to a medium height and remain for a brief period, but then lower and continue at a low working height. Unless you really know their flying style, they could keep you on your toes while they skim over the roof tops where they could be affected by almost anything. I've seen them lower than the rooftops on occasion and instead of looking up for them, I was looking down at them! This type can and will fly for long periods, but to watch them for that length of time would have me biting my nails to the quick.

So, for all potential Tippler fanciers, prior to purchasing your initial three pairs of breeding stock, be sure and discuss the flying style with the owner, also his method of training and feeding.

In closing, just allow me one more comment. For a fancier to be disqualified on a competition day is a heart-break because of the time spent in training the kit and the hopes shattered for mailing in a good timer's report. Nobody wants to be disqualified, though I would rather have my kit disqualified due to them enjoying themselves at such a great height and being out of sight for the hour period (and at times by just a few minutes) rather than to see them perched down the street doing a "high wire act" on some telephone cable.



Stan Ogozalek with daughter, Tracy and Flying Tippler fancier Arthur Newton of England.

FLYPENS, SETTling CAGES AND TRAPS

By: Tim Kvidera
Anaka, MN

When looking at different Tippler lofts it is readily noticeable that fanciers have a variety of ways of accomplishing similar ends. Not only are loft interiors designed differently, but so too are the exteriors. The functions which have to be accomplished for this flying breed are fresh air, familiarity with surroundings and a means of control. These are usually handled by ways of flypens, settling cages and traps.

Pigeon lofts should be constructed so as to fit into the architecture of the surroundings. Although we enjoy and are proud of our hobby we should not be overly obtrusive. The loft exterior should be functional and project a positive image of our hobby and in no way be unsightly.

The size of the flypen depends upon ones basic philosophy and location. Traditional writers suggested aviaries the size of the loft and more. Such can look very unwieldy. The reasoning for this large size was to allow the birds plenty of room for exercise, to approximate a free flying environment. This is not necessary. The basic requirement is that the birds have access to fresh air and sunshine. This can be achieved with anything from a small sun porch to a large walk in aviary. Many fanciers supply bath pans, grit feeders and waterers in their fly pens in an effort to keep the loft interior dry and cleaner.

When constructing the flypen, be sure to use small enough wire to keep out unwanted intruders, which may transmit disease and parasites - sparrows, starlings, etc. Another function of the wire to be considered is that it also keeps feathers from escaping. This is especially meaningful in the late summer and early fall when most of the birds are moulting heavily. If your birds are the source of a blizzard of feathers throughout the neighborhood you are not generating a good image of our hobby. I have found 1/4 inch hardware cloth to be the most suitable for flypen screening. It is small enough to entrap most feathers and yet sturdy enough to keep out dogs, cats and inquisitive children. Regular window screening is not as durable and tends to "blind" with feather dust.

What is used for the bottom of the flypen depends on its size and location. Many use the ground as flooring in large flypens. This is often covered with sand, gravel or sidewalk blocks. If you use the ground as the bottom of your flypen be sure to extend the wire down a foot or so beneath the surface to discourage burrowing critters from tunnelling in. If your flypen is up off the ground, you have the option of solid or wire flooring. Wire is convenient. If proper sized there will be minimal cleanup required inside the pen as the droppings will fall through. Mesh sizes of 1/2 x 1/2 inch or larger will work well, but do not use anything larger than 1 x 1 inch as footing will be difficult for the birds. Be sure that there is easy access to the area beneath this type of flypen to rake up droppings, feathers, etc. If your flypen is located over something you do not wish to be soiled, for example another part of the loft, flower gardens, shrubs, etc., you will need to use a solid floor. Construct it so that there is a slope away from the loft and drill some half inch or so diameter drain holes around the perimeter. Holes this size will not plug too easily and will allow drainage of water from rain or splash from the bath pan and keep the pen dry. Solid floor pens require routine scraping for proper sanitation.

A novel twist to the solid floor concept is to combine it with a wire floor. This brings together the superior sanitation environment of the wire floor and the containment of the solid

floor. There are two ways of accomplishing this; mount a hinged or sliding floor beneath a wire floor or suspend a removable wire floor above a stationary solid floor.

Flypens will help get the birds accustomed to the surroundings, but usually only from one side of the loft. Settling cages are used to allow the birds limited freedom on the roof of the loft where they can get a better view of the loft location. Settling cages are usually located so that the birds can also be taught how to enter the loft through the trap. Some allow their birds free access in and out of the settling cage from the loft during this training, others place the birds in the cage and call them into the loft after a time. Settling cages can be portable and just set in front of the trap when in use or by a permanent part of the loft structure. Many incorporate a settling cage into the design of the flypen. Settling cages should always be anchored to the loft and be sturdily constructed. When in use, not only are the birds becoming familiar with their environment but also they are acting as decoys for neighborhood cats, hawks, etc. Additionally even a plain wire cage has appreciable wind resistance and can be easily toppled if not fastened down. Permanent cages are anchored as part of their construction. Portable cages should be hooked, clipped or tied down in some secure manner.

A second function of the settling cage is the elevation of the loft. The cage extends the height of the loft upward, thereby making it a more probable target for the kit to land on at the termination of a flight. It is hard to get pigeons to land on a low roof if there are higher spots around. Should they land someplace other than on the loft, it many times is tricky getting them to move to the loft and trap within the hour limit. With this in mind, it is a good idea to make the top of the cage an acceptable landing surface.

Some system of trapping the birds is a must to achieve proper control over a kit. Many different designs can accomplish this task. Essentially the requirement is that of a one way door. Once the bird has entered it is "trapped" within the loft and not allowed free access to the skies. The most common version is that of the wire "bobs", a row of vertical metal bars suspended from a horizontal bar mounted so that they swing only inward. Assembled trap bar sets can be purchased from pigeon supply houses. A very inexpensive trap can utilize a "drop door", a horizontally hinged door which extends a little beyond the opening so that it opens only into the loft. The drop door is left ajar a few inches and the birds drop through the opening into the loft. Another trap style involves making one or more holes in the roof of the flypen through which the entering birds can drop, but small enough so that a bird inside cannot fly up and through. The advantages of these three systems is that all are passive. The birds can enter the loft without the aid or participation of the fancier.

For those who wish to get actively involved in the trapping of their birds, there is a method of trapping which uses a large hinged door on the flypen or cage. The fancier opens the door and coaxes the birds into the cage. Once they are all inside and calmed down, he closes the door behind them, usually by means of a rope pull. This method works well on birds which are skiddish at trapping quickly under other methods either due to being high strung or having dropped before really wanting to go into the loft.

Position the trap in a spot easily accessible for the birds. Some incorporate a trap as part of the settling cage, flypen or loft or a combination of these. With patience the birds can be taught to adapt to most setups. The simpler it is the easier the task will be. The key is to get the birds familiar with your routine and never vary it on fly day from that used in training. If your system is putting the droppers into the cage when bringing the kit down - do not let the droppers

free fly to get better recognition. They will spook the kit. Improperly trained droppers flying free will often hit out and should the kit follow a disappointing disqualification results.

TERRAIN

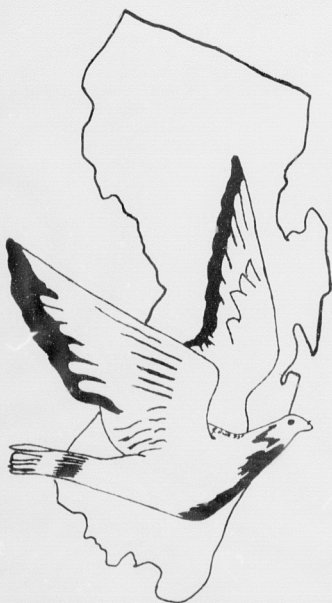
By: J. Gee
The Birmingham Flying Tippler Society

Tippler flying can give many hours of pleasure to a fancier and luck plays a very small part in the achievement of good flying times in Competition. Success starts with good housing in a hygienic and pest-free environment, the right birds, correct training to reach physical fitness and the right nutritional build-ups to supply condition and energy for a Long Fly. Training and conditioning Tipplers is a science in its own right. Over and above the points mentioned previously, there are two elements over which the fancier has virtually no control. These are weather and terrain. The weather, as yet, man cannot control and with regard to terrain there are few fanciers who can move to or buy a house in an area just to suit their pigeons, those who can are very lucky indeed. There are, however, fanciers who find themselves already living in a good area for flying Tipplers and this shows out in consistency with which they fly good

competition times. The fact is that the terrain in which a fancier flies can and does determine whether or not they will achieve top national competition times with some consistency.

The Tippler is not unlike a glider and will use wind, breezes, thermals and turbulents in which to glide instead of actually flying. Thus eliminating some of the hard work from a long competition. In a flat terrain where there are no hills for miles, winds and breezes have little or no effect in lifting a kit of Tipplers, whereas in a hilly terrain, these elements can and do lift a kit due to the angle at which they leave the land. On virtually wind-free, hot days, the Tippler can be seen searching for thermals in which to glide and lift. In cities and towns where there are vast areas of concrete and tarmac in the shape of factories, roads, carparks, school playgrounds and such give off a lot of heat in summer. This heat rises producing thermals in which a kit can lift high into the sky almost out of sight. In almost every area there are bad days when the wind direction is on the backs of the kit and this makes a competition very hard work and this proves its point in the length of time a kit can endure such conditions resulting in a much shorter fly than expected. There are of course days in bad terrain when conditions are right and credible competition times can be flown if the kit has been trained and conditioned correctly.

The Genuine Tippler Fancier will over-come many problems just to keep, breed and fly these Magnificent Endurance Fliers.



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FLYING TIPPLERS

Stan Ogozalek
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YOUR OWN FAMILY, or STRAIN

By: "Tippler Ben"

How many times have we read that "to succeed with Tipplers you must create your own family, or strain?" — and how many times have the writers of such sound advice failed to enlighten us? Well, I am just about to add an extra one to that extensive list. Those of you who do not want to become confused should ignore this article and read the following one. The gluttons for punishment are invited to read on. Most books which I have read dealing with breeding techniques have bombarded the unfortunate reader with terms such as gametes, zygotes, genotype, phenotype, allomorph, heterozygous, homozygous, etc. Well, just for a change, I am not going to use any of those terms. For simplicity, and because I am totally confused by the former terms, I am going to use one term — genes.

When we pair a cock and a hen, their youngsters are a combination of the genes (or characteristics) of the parents. The cock can influence his sons and daughters through his sex gene, but the hen can only influence her sons. This is the reason why it is essential that you only breed through the cock line to establish a strain. My own strain originate from one cock and three hens which were all obtained from the owner of the original 'long Day Cup' — he owns it because he won it three consecutive times. Most birds from this loft must carry the bloodlines of proven stock and any newcomer must obtain good birds to begin with.

By using feeders, it was possible to take at least one or two rounds from each hen in the first season. This gave me half-brothers and sisters plus the originals to breed from during the second season. It would be possible to continue

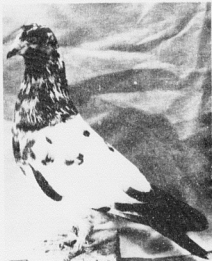
breeding with these birds and not introduce any new blood at all during my lifetime. However, should the need for new blood arise, I would go back to my source and obtain a hen, never a cock. To introduce a cock as an outcross is going to create a totally different strain. Over the years, by using one foundation cock and breeding around him you have narrowed your genetical pool. The introduction of a related will not have an adverse effect if only hens from this mating are used for breeding because only the sire can influence his daughters through his sex gene and both sire and dam can influence their sons. Therefore, cocks must not be used because they may take after their dam genetically. The dangers of introducing a cock as an outcross must be obvious from the above explanation. The cock outcross will be able to influence the characteristics of both sons and daughters. If they were used for breeding purposes, your original strain is lost.

This whole article poses the question, why is it necessary to create an inbred or line-bred strain anyway? The answer is simple to those who have tried to fly, in competition, birds which have different wing actions, etc.

But for the newcomer, it may not be so clear. Birds which do not fly at the same height or in the same style will always tire more quickly than birds who are in step. If you intend to fly into the teens of hours, it is necessary to breed young Tipplers which are as much alike as possible — breaking young Tipplers and coping with the agonies and the ecstasies is another matter.

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Thanks to Stanley Ogozalek and the Pigeon Review
for this issue.

WHAT IS A STRAIN?

By: Jack Prescott

A strain of flying pigeons is one particular fancier's idea of what the birds concerned ought to be. He achieves his strain by selective breeding and culling those that do not conform to his standard. I am quite certain that the "great hearts" in the Tippler fancy did not waste a deal of time on any of their pigeons that did not conform to their standards. The famous Racing pigeon men who gave their famous strains to us would have had to be constantly culling and weeding out. No doubt there were at one time some great strains of pigeons for racing, for performing and for long time flying, yet I am always surprised at the blind faith that pigeon fanciers have in certain strain names.

A Racing pigeon that is supposed to be a "pure" this or that is very well thought of and is generally kept only because it is a so-called "pure strain pigeon". Very often it is quite obvious that such birds are "scrubbing brushes" and would be far better killed off. Every pigeon fancier, no matter if he has a box or a luxury loft, will breed inferior pigeons, and I think the main difference between a good one and bad one is the quick way that the good fancier spots and culls any faulty pigeons that crop up, very little time is wasted on these.

Yet as soon as the strain passes out of the hands of the founder, it starts to change. It must change because the ideas of selection and culling are inevitably different. Therefore, I can never conceal my smile when I hear of certain strains of Racers, Tipplers and other varieties, very often the founder of these strains has been dead for fifty years.

I maintain that without this founder's management the strain changes in the first breeding year and after five such years he would not recognize his own pigeons. Recently I saw some pigeons (Tipplers) that were supposed to be George Marlow's strain and others that were supposed to be Wilf Lovatt's strain, but I'm very glad these two gentlemen were not there to see them and the way that they were being managed. Yet, so it goes, right through the pigeon fancy, this blind faith in strains or the pigeons from a certain well-known fancier.

Sentiment is another terrible thing with some chaps. They have a pigeon given to them by some respected fancier, no matter what it is like or what it breeds or does, it is kept purely because it is from some well known loft. Very often, I feel that such gifts were never expected to be so greatly valued and I am sure that many were presented to save them from the pot. Certainly, I hope nobody cherishes some of the "scrubbers" that I have given away in my 30 years as a fancier. If anybody has any of my pigeons that are not worth their corn, I would be the first to give license for their execution.

We can surely only judge our Rollers, Tipplers, Tumblers or other fliers on what they do. I cannot see anything in the shape of a head or the look in the eye, or the way they stand in the box. Pigeons are only the same as folks, we cannot tell what value they are until we have observed them. Yet still, I get people telling me that they can read eye signs, they look at the heads, colour and markings even from photos and instantly know the merits of Tipplers, etc. What utter rubbish this all is. I would hate anyone to judge my merits from my own photos. Pigeons in general are only as good as the fancier. The best will deteriorate in irresponsible hands. The worst ones will improve tenfold in the hands of a competent fancier.

Our great Tippler men could send at random for a few Tipplers from "any old where" and from these get something

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going. On the other hand, a kit of champions could decline into terrible defaulters in the hands of apathy and lack of interest. My advice is to fly them, observe them, select them and breed from only the best. Never mind about whose strain they are, what color they are and what shape. Leave all that to the show fanciers or those who claim to have time to develop both. Personally, I have not, and cannot see that I ever will.

COMPETITION FORMULA

By: Ted Pierog
Cleveland, Ohio

1. Sunday evening — fly birds 3-4 hours and drop them with droppers. After 1 hour feed ½ Australian peas, after ½ hour water with 1 teaspoon of epsom salts.

2. Monday morning at 7 a.m. give the birds ½ wheat, ½ miller, after ½ hour clear water to drink. Monday evening ½ hulled barley, ½ Australian peas, 2 tablespoons of grape sugar in a quart of water one hour later.

3. Tuesday evening — fly birds 5-6 hours, drop them then one hour later feed ½ wheat, ½ millet, then ½ hour later clear water.

4. Wednesday morning — ¼ canary seed, ¼ Australian peas, after one hour clear water. Wednesday evening: ¼ Australian peas, after one hour 2 tablespoons of grape sugar in 1 qt. water.

5. Thursday morning — ¼ rape, ¼ linseed, then after one hour clear water. Thursday night: ¼ cropfull Australian peas and 2 tablespoon of grape sugar to one qt. water. one hour clear water. Friday night: ½ flint corn, ½ Australian peas after one hour clear water.

7. Saturday morning: 1/8 linseed, 1/8 canary seed, no water. Saturday P.M. 12-14 hours before liberation time ¼ millet, ¼ clean rice, 1/8 canary seed and 1/8 wheat then one hour later clear water.

8. Sunday — 2 hours before start. 2 tablespoons of canary seed then clear water and leave it in until starting time.

TRAINING FORMULA

By: Ted Pierog

When training birds, try to get them to fly on barley only. If they can't fly every other day for 4 hours, then mix in a little wheat so as they will fly the 4 hours. Take it easy at first, a little longer fly each time until they can fly the 4 hours. Always feed the birds one hour after fly and give water one hour later. Epsom salts only on day of fly. Lock them in their boxes and feed with the dropper and lights on and only fed once a day.

HOW TO TRAIN DROPPERS

By: Tim Kvidera
Anoka, MN

A quick glance at the above title will lead many to think that the topic involves the methodology of training a kit to respond to the droppers. That is a subject in and of itself which has received attention by other authors over the years. The purpose of this article is to acquaint the readers with some of the aspects of training the droppers themselves. If the droppers do not perform correctly you cannot expect your kit to respond properly when they are deployed.

The function of the droppers is to entice the flying kit to come down. For this it is a good idea to use heavily splashed or white birds which can be easily seen by the kit and immediately recognized as the droppers and not some wild birds passing through the area. The breed used is of little consequence and in fact many use a variety of crossbreeds. It is a matter of personal tastes and availability. They all eat about the same so pick something that suits you. Pick something that will be active enough to attract the kit but not so active as to fly for any extended periods of time where they might give the kit a shot in the arm rather than drop them. If you use the droppers within a cage this latter point may be of little concern.

The droppers must be thoroughly acquainted with the loft. They must be at ease both inside and out. If the droppers are to be used exclusively inside the cage they will not have to be settled to the loft, but must be accustomed to the cage. Droppers clinging to the wire and banging against the top do not convey the tranquil atmosphere needed to let the kit know that it is safe to land. The droppers have to know that they are caged and not fight it, but move about from perch to roof actively. They have to know how to trap into the loft to convince the kit that they should too.

If the droppers are to be allowed freedom outside a cage they have to be settled to the loft. They should not be allowed to land anywhere you do not want your kit to. If they hit out of bounds rest assured the kit is sure to follow when you least want, on fly day. At most you want the droppers to fly a couple minutes circling the loft. If they strike up strongly and join the kit it may be hard to get them all down in time.

The droppers have individual temperments which should be used to your advantage. Some will enjoy the freedom and fly nicely around the yard. These are the ones to use while initially signaling the kit. They are active enough to get the attention of the kit. With judicious use they will be ready to land about the same time as the kit and be a tremendous aid in bringing the fliers down. If the kit is close to landing do not toss this type of dropper or it is liable to spook the kit.

Another type of dropper is a more tranquil soul. When tossed it proceeds directly to the loft roof. These are the ones to use as the kit is stalled out and about to commit to a touch down. They will provide the necessary pull to get the kit to land rather than veer off for another pass. But they have to be tossed in a manner so as not to spook the kit during the release of the dropper. This is more crucial at dusk than during daylight.

From the above it is seen that with free flying droppers it is advantageous to have birds of at least two temperments. The total number of droppers needed does not have to be large. A half dozen should be sufficient, but more than that can be advantageous — especially if the droppers double as feeders, etc.

It is a good idea to have a separate section of the loft for the droppers. Some even utilize a separate loft. This way when the kit sees the droppers they will be recognized as something special and if the kit has been taught to associate the droppers with feed and landing clearance they will respond properly. If the droppers are constantly in view of the kit in the loft this familiarity will lessen the impact when they are deployed.

Droppers should be kept in a constant state of hungriness. The desired action on the roof is brought about by conditioning them to chase after kernels of grain. An overfed bird will be reluctant to chase food and not move about as well as a hungry one. The droppers should be put into the Tippler loft and fed there with the Tipplers often enough to get the Tipplers to associate the droppers with upcoming food and for the droppers to learn that food awaits them inside the loft.

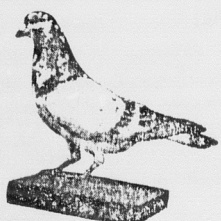
The droppers are trained with a food reward conditioning. They are worked only when hungry and rewarded with small amounts of grain when they perform properly. The more active loose flying droppers are given a few kernels of grain after they have made their brief flight around the area. They are then chased off the roof with a pole, hand, or whatever for another spin and again rewarded upon return. If the droppers are housed in a separate loft they can be taught to fly back and forth between the two. Caged droppers can be taught to move from perch to perch and then to the floor for their reward. The passive loose droppers are rewarded for their quick landing on the loft. Once on the roof they can be taught to fly from one end of the roof to the other in chase of grain. The purpose of all this training is to get them to display the action needed to pull the kit down.

Two things to be avoided in any dropper are over-feeding and aggressiveness. A fat and happy bird will do what it wants to, not what you wish it to. Keep the droppers hungry, especially come fly day. It is a good idea to even skip their feeding a day or two before the fly. An aggressive dropper is of no use to a Tippler flyer. Cocks tend to be more so than hens. The droppers are supposed to signify the safety and tranquility of home. This cannot be instilled on the kit if they are harassed by some bully when they land on the loft. This is compounded if this bully is a horny cock and the kit is made up of hens. If he does not spook the hens with his aggressive behavior he may convince them to subject to his amorous advances, in which case the hens may decide there is something more to life than non-stop flying for hours on end.

Different strains of birds, varying degrees of exhaustion of the kit, weather conditions, amount of light, etc., require different degrees of pull to drop the kit. The droppers performance should be tailored to these needs. A poorly trained dropper is as bad, if not worse, than no dropper at all. It can spook a kit into an overly or some other disqualification. If one is willing to go through all the training required to get a kit of Tipplers to fly well it makes sense that proper training of the droppers should have commenced prior to and during that of the kit. Although one can fly adequate times without droppers the only way to get proper control of kit and thereby consistently bring out the best in them is through the discipline of training to droppers and having these droppers properly trained.

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Cleveland Tippler Union



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advancement of
The Flying Tippler

ESTABLISHED 1981

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PREPARATION

By: "K.S."

How many times have you rushed into the shed to reach for a dropper or an extra bird to put up when you think you are about to lose a bird? You know the times, you are trying to settle a young bird, or even an old bird and its' not going right. You dash in the shed, upset all the birds, madly grab for what you want, you come out and chuck it into the air and all of this has allowed time for your 'lost bird' to disappear over the house tops, perhaps also leaving you with upset droppers that could be flying away as well. I've done it many times myself so I do speak with some experience.

What I would like to explain is the procedure I now use, adapted over many years both by my own experience and also by what I've seen others do as well. To start with, I prefer an aviary on the front of the shed. A nice big one, which stands taller than the shed and has a perch board inside which allows the birds to stand on and see all around, including beyond the back of the shed. Fitted onto the aviary is the conventional type Tippler trap, which overlaps on to the shed top, two swinging doors on this, one opens into the aviary, the other opens onto the back of the shed and to the outside world!

Before any bird is allowed out, it must have spent a bit of time in the aviary and be able to drop off the perch board in the aviary, down on to the floor to my call and to the attraction of the droppers. Once this is all done, I can then start the process of allowing out, but not all together. Tipplers are only allowed out one at a time to start with, the others being kept in sight in the aviary. Dropper hens are kept in the aviary and it is only the dropper cocks that go out. This way if any strike up, sometimes with the droppers, I always have the attraction of the dropper hens in the aviary, plus others that might be waiting their turn to go out. It isn't long before the dropper cocks resetttle on the aviary top. Someone will be saying "why have droppers that go up and fly?" My reasoning is that I think it helps birds to drop on to the top if they fly round with others and see them do it. I like to see my droppers fly around 2-3 times and drop, I'm sure this give confidence to any new bird.

and drop, I'm sure this gives confidence to any new bird.

For the preparation of having birds to fly out without the droppers my method is as follows. First, I put the flying birds into the trap and leave them there while I get all else ready. This way, I believe, has a calming effect and also allows their eyes to adjust. They are only released when everything else is ready. Next, I place my dropper hens into a basket inside the aviary. Attached to this basket, and threaded through the aviary wire netting is a suitable length of rope which when I'm ready, I can calmly pull and release the hens into the aviary. The dropper cocks are placed into another basket and kept outside the aviary and at the position where the rope ends. All I have to do then, when I'm ready to drop the birds, is to stand in one spot and calmly pull the rope releasing the dropper hens and open the basket lid beside me and let the dropper cocks go.

Other items to have ready should include a flag, this is if any bird drops onto the top without the droppers being out, you can then flag it away and put out droppers after this. Another thing to have is a pocket full of corn (British term for feed) with which to work your droppers.

Above all, I must emphasize that you shouldn't start running about and cause a lot of panic. Prepare yourself so that when you need to, you can calmly stand beside your

shed, you can see all that is happening and you can work your droppers with effect and attract your birds down.

I will just add at this time that in addition to having dropper cocks in the basket beside me, I will sometimes keep an experienced and perhaps not so good Tippler or two, ones that I know are quick to want to drop, these can be helpful in flying around a few times and attracting others to come back to the area.

As for the calling of birds, I don't go in for whistling. I prefer to call mine and do it all the time when working the droppers - "Come on, Come on, Come on, Come on, Come on."

If this is done calmly, then you will help your birds. If you raise your voice, forget excited, you may upset things, be calm in your calling. Years ago, I remember seeing that great Sheffield fancier, Jack Heaton, drop a kit of youngsters at dusk and without lights, all done by a calm approach.

someone will benefit by it. A lot more on this could be written and perhaps more detail given, but maybe another time. Our Tipplers are valuable birds, not in a monetary sense, but as a pleasurable value to us. It's a great loss when we lose them, so I think every effort must be made to hold on to them. If you are losing your birds perhaps you should give my system a go.

THANKS RENE

**For the introduction
to Flying Tipplers,
ATU and FTA**

**JACK MCPARTLAND
WAPPINGERS FALLS, NY**

MEMBER

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HOOKED ON — TIPPLERS

By: S. Cgozalek

OK, so you've read the title and are now wondering as to why and how someone could become addicted to Tipplers, FLYING TIPPLERS, that is. Well, to start, you probably have some type of flying pigeons that aren't measuring up to what you expected. You're new into the hobby of raising pigeons and not knowing any better, readily took the advice of so-called experts that you've encountered at the local pigeon exchanges. Your stock is comprised of a little bit of this and that. Pigeons that were pointed out to you as being "good flyers". The reason for them being in the store for sale, you're told, is that the former owner is over-stocked and so he "let go with a few good ones". When, in fact, you should have been told that no top fancier ever "let's go" of his better flyers and/or breeders to a store, he would sooner "plant them". These so-called "good ones" are rapidly disappointing you each time you release them and so now the question arises "What do I do now?"

While reading through your pigeon magazines, you've come across the names and addresses of the secretaries of the national and local Flying Tippler Club and you quickly post a letter to each stating in it exactly what you're searching for. Their replies soon reach your hands and you're informed as to which fancier has proven himself as a trainer of Tipplers by the fact that he has entered his kit(s) in club sponsored contests, flying them into the 'teens of hours'. Now you're headed in the right direction and you've either visited the fancier or have corresponded with him and have decided that you will purchase your breeding stock from him. It almost took your breath away when he quoted you the price for the three pairs but then you remembered that old saying, "The best is the cheapest, in the long run". So now you have in your loft, pigeons to begin with.

You've passed through the settling states with the youngsters and luckily enough, five of them still remain and are now flying a whole hour! Each time out they're improving and you just can't believe what you're seeing! They're way up there in the blue, all together as a kit, just underneath the cumulus clouds and you suddenly begin to realize that this is what it's all about! All along, you've been following the training instructions given to you from the experienced trainer that sold you these quality flying machines and now it's showing as your kit has progressed to the eight hour mark. There's no stopping you now, you've joined one or both of the Flying Tippler Clubs and have plans for entering that kit in your first flying contest. Contest morning arrives, you've been out to the loft to give a final look at each of the three Tipplers in their kit boxes and offered them a drink of water and soon the timer arrives, band numbers are recorded on the Timer's Report sheet and the kit is liberated one half hour prior to sunrise as stated in the local newspaper. The kit has got away nicely and have climbed and have settled into an easy flying style. With the hours passing, you're wondering as to just how long they'll continue now that they have done their training time. Another couple of hours go by and the kit has lowered and are now showing signs of wanting to drop. They hang on because in their training, you've taught them that clearance, in the form of droppers being released, must be given. But after a while, you know that if you don't throw for them (release droppers) they'll probably drop elsewhere so you throw the first dropper and the kit reacts by circling tighter with their tails spread and in a few minutes are all down. You let them sit and preen themselves for a while and when they seem calm, you trap them and once again the band numbers are checked. Whew! You've

come a long way from those days with the so-called "good ones", you recall that wasted time and just shake your head. There's no turning back now that your kit has placed well in their first contest having flown ten hours plus. You're anxious for the next contest and in the meantime you've settled more youngsters and they're coming along just fine and they'll be your back-up kit.

It seems that you just can't think of anything else but Tipplers! That's right! You've got the Flying Tippler addiction in your blood now and they still haven't found a cure yet — and you're hoping they don't!

TIPS FOR NOVICES

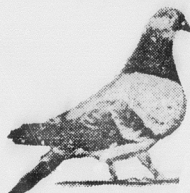
By: J. Rattledge

The importance of droppers — Important if you use them, but I do concede that some fanciers manage without them. Some fanciers use stock birds in the trap, some use large numbers of white pigeons to act as droppers. Whatever is used, it's all for the same purpose of attracting your flying birds down into the pen and at when you want. Whatever is used, if enough training is given your birds will used and respond. In fact, by Long Day fly each year, it is possible to have whittled a large stock of flyers and droppers down to just three flyers and one dropper. By this time, not only will your three flyers respond to just one dropper, but you will be able to paint crosses on top of the pen as to where your three flyers will drop. But enough of that, let's get back to the use of droppers. The greatest use of these will be made when settling and training young birds. Now to the tips. I think it better to have bright colored birds, not necessarily all white, but certainly birds with plenty of white splashing about them. I like them to be capable of flying about and not just sitting on the top.

Crossbreds are as good as anything. They need to be able to fly around, stand a bit of clamping down and have a bit about them. I do not like garden fantails and have not used them for some time now, they seem to lack that bit about them. As we have said, the greatest need of droppers is when you have youngsters to settle. Once your young flyers are on the wing they get stronger as each day goes by and sometimes you wonder how you will get them down. This causes you to work your droppers for quite long periods and if you are not careful, they will get too much grain inside them, be fed up and end up sitting on the back of the shed motionless and useless to you. To prevent yourself being caught like this, split your droppers into two or three teams. It might seem like a lot of work, but say if you have half a dozen droppers, then put two out at a time, work them, then two fresh ones if you still have to. It comes down to the old saying of, "never put all your eggs in one basket". Another thing I do is always keep one dropper in the trap, usually a hen, then if your two or three on the top clap off just at a vital moment, it's just a matter of stirring your inside dropper around to entice your flying droppers down. To many fanciers, the use of droppers is simple and straight forward. What I have written is for the novice and to help him in the sport. There is nothing so bad as having a kit wanting to drop and your droppers are motionless and not interested in working, or have clapped off and are sitting on a neighbors' roof.

A good dropping team is valuable and important to good tippling flying.

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SETTLING AND FLYING YOUNG BIRDS

By: Tippler Ben

From the day of hatching, young tipplers must be subjected to a very strict selective process. Never tolerate weaklings or sick youngsters. There are no cull-free strains and if we fool enough to nurse along cripples, we are destined to fail. Young birds, which have survived the initial selection, are removed from their parents at 21 days and placed in a flying box 14" x 14" x 14". Food and water is left with them until they are about 4½ weeks old, thereafter they are fed on ¾ measure barley in the evening and watered only once after feeding. Because they are confined to a small space, they are more manageable and soon become hand tame and obviously regard me as a friend. When they are about 4 weeks old, they are put into the outside trap with an old trusty Tippler hen. Do not leave them there for more than about 2-3 hours per day. After a couple of days, they will soon begin to follow the old hen up to the perches in the trap. When this occurs, they can see the loft top and the other inhabitants of the world outside. The use of the outside trap is essential to settle our youngsters — before I began to use it my losses were tremendous, especially when a gull or a large carrion crow appeared. Young Tipplers that have never encountered a menacing crow almost always take fright and leave the loft top, never to be seen again. When about 5 weeks old, they are able to be called in to the loft from the trap. At this stage, a very hungry white dropper is used. The old hen will follow the dropper and our Tipplers will follow the old hen. After a couple days of this treatment, put the Tipplers in the trap with the old hen and when call in time comes use the dropper and your call — you will find that the Tipplers have grasped the idea that the dropper means food and security of the main loft. We have now reached the stage where it is necessary to bring our treasures down in condition to a state when I feel most sorry for them. This is attained by reducing their intake of barley to ½ measure (2 teaspoons full). They will now be very keen and when you approach them, giving you call, they will raise their wings and scurry around looking for food — the old hen must also be in the same condition or even lower. This is the time when I give them their liberty. Some fanciers prefer to wait until the eye develops, but last year I had a young cock who retained his nest eye until he was 13 weeks old and had flown in competition! It is advantageous to use 2 or 3 more droppers at this stage. I prefer droppers that are capable of flying two or three times around the loft and then dropping to the loft. Now with the droppers, the old hen and the ONE Tippler, I open the trap and call them on to the roof. I throw a few bits of barley around and this captures the attention of all birds. Then I pause for a couple of minutes and more often than not, the droppers will strike up with the old hen and the Tippler will invariably follow. If the Tippler does not follow the other birds don't put the brush under him and scare him up. Call the droppers down and get the young bird in — then try another Tippler. After a couple of evenings, the young Tipplers should take flight with the droppers. At this stage, I always hold a dropper back to entice the others down and detour the youngster from coming down without a signal. The young Tipplers are flown singly with the droppers each evening and after 2-3 evenings they begin to kit with the droppers. The next step is to let our Tipplers and the old hen out without the droppers. If I have 6 Tipplers, I split them into 2 kits of 3 to minimize losses at this early stage. They will all strike up and I put the droppers under them without delay.

If all goes well after 5-10 minutes, they will come to the loft. Each time out after this, they are allowed to fly a little longer. Then the old hen is left out and the Tipplers diet is increased to a full feed one night and a half feed the next night, they are also flown on alternate nights and the full feed given after flying. By using this method, losses are minimized and the young birds are under control. When we are sure of them, they are given a full feed each night and their flying time is extended to 3-4 hours. To improve their training fly, I feed one night ¾ barley, ¼ maples, next night feed ¾ barley, ¼ small maize (corn) — fly next day 5-7 hours.

SETTLING YOUNG TIPPLERS TRAINING TO DARKNESS

At five to six weeks old, I put my squeakers on top of the trap, it is about twelve to fourteen feet off the ground. They sit there all day with the droppers moving around them. As they get stronger I then bring them inside of the trap with a couple of placid droppers. At eight to ten weeks old, they are coming under the discipline of the droppers inside the trap. When I think they are ready, I then take the corn (feed) away for three or four days, if not satisfied. Then I get up at about 3:30 a.m. to 4:00 a.m. to start breaking them one at a time. The reason for this is because I'm in the middle of a lot of Tumbler flyers. After getting them round one at a time, I increase the time by four to eight minutes. My youngsters are in and out of the trap all day after the third day they should start kitting up. Then I increase the flying time by thirty minutes. The youngsters are then flown twice daily for 5 to 6 days getting them up to 2½ hours each time. If successful, I train every other day 4 to 6 hours. Then when the birds are coming to the trap and getting good corn (feed), training is twice per week.

First of all, the lights on the shed (loft) should be well placed so there aren't any shadows, it takes a bit of sorting out, but it can be done. The first stage is then for the droppers. Fix a lamp up over your trap then ½ an hour before darkness put your droppers inside the trap and get your light on. When the droppers are settled down throw a little corn in and make them run after it. Then after one or two nights when really hungry play with them on top of the shed, after that is all practice and patience. Then we come to the Tipplers. Put your Tipplers out, later in the day and have them flying to the sunset, go gently with the birds and have the lights on in daylight at first, so as daylight fades you drop your birds. Continue this method at the same time, always feed your birds under lights after coming in. You will find that the birds will fly longer in darkness as they get more practice. Then when you think the birds have had enough, you then put on the lights and the droppers out.

By: D.A. Fellows
Sec. Dudley Invitation Tippler Club
30 Beachgreen
Old Park Farm
Dudley, W. Midlands, England

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CAUGHT IN THE DARK

By: Mick Price
Birmingham, England

When flying birds into the dark, don't make the mistake I made a few years ago. After moving to Redditch from Birmingham, I put my loft up and only put one light on top of the loft. It gave out plenty of light and every thing seemed OK. I fed up four cocks for the second National Fly in April 1980. I flew three of them and dropped to the lights recording time of 17 hours and 03 minutes winning the Central West Section and 5th National. After resting the birds for four days, I put the four birds out for a training fly! After flying 4 hours (2 of them in the dark) I put the light on and the dropper out. As the birds came winging low over the loft, the light began to flicker and then went out. I got the droppers back into their pen and then climbed onto the top of the loft to replace the bulb, it had started to rain when I first put the light on and it was now coming down quite sharp. On replacing the bulb, the light still wouldn't work. There I was lying flat out on top of the loft in the pouring rain trying to get the light to work with a good kit of birds ready to come down. I tried for about ten minutes to get the light to work with no luck. I got down off the loft and let the droppers out again. I eventually managed to drop three of the birds onto the landing board on the front of the loft on which the light from inside the loft was shining. The other bird did the night out and could never be trusted in the dark again. At the end of the flying season, I put up another light on the other side of the loft and have always flown my birds to the two lights since. I won't be caught in the dark again.

MY EXPERIENCE WITH THE BAUMGARTNER STRAIN OF FLYING TIPPLERS

By: John R. Smith
8800 F. Torresdale Ave.
Philadelphia, PA 19136

Back in 1979, Bob "The Legend" Kennedy sent me down a pair of Blue Grizzle Baumgartners. What a pretty pair of pigeons! I really liked them. I bred them and raised light prints, mottles and blue grizzles from them.

When fellow fanciers came over to the loft they all admired these birds. I liked these birds so much that Bob sent me down a few more pair so I could breed them with mine.

These pigeons always have an alert look about them and their bodies, though on the large size are well put together. They fly nice and high and stay up for quite a few hours. I've entered them in various shows in the Philadelphia South Jersey area and always come up a winner. They have won championship and runner-up every time they've been shown.

No matter where I've shown them, other fanciers have commented on how nice they are.

COMPETITION FLYING TIPLERS



Rene' Asencio
LaGrangeville, New York

ATU **Member** **FTA**

YOUNG BIRD FLYING

By: T. Dilks
128 Churchill Road, Bentley
Walsall, West Midlands

Fellow members, what a season it has been for me, and maybe for a few others as well. What with moving and setting shop and trying to start my birds off, I think I tried a bit too hard. I hold a few club records with old birds, but I think I stand a chance of holding an all time record for losing over seventy birds in one season.

This is what has happened: Most of the birds have been flying for some time and thinking they are sound, I have lost them, so back to the drawing board to see what went wrong. Trying another way and still the same thing happens. Then I find a way and hold a kit of three. These were really too young but liking to fly like I do, I will try anything once. On the Monday, I broke them and they came back after 15 minutes away. On Tuesday, I flew them twice, then I flew them every day for six days. Kept them in on the seventh day and fed them half wheat and half barley. The most these birds had flown was three hours. Well, on Wednesday, I let them out and on 3½ hours they came looking for the loft. I let them hang on till they had flown 4 hours. No trouble in getting them down.

We had a club fly on the Sunday, so I thought I would have a go. Well, the birds were too young for a start and had had too much training in such a short time so I didn't think much of my chances. Before you knew it, Sunday was upon us. On Saturday night the last time I fed them only two had

eaten their food, the other one had only eaten about half of his food.

They looked well and on Sunday morning I let them out. They got away well to a nice height and to my surprise those birds flew in a grand style all day in the top and raking. The time came when one got tired and looked for home. The time I put the droppers out was 15 hours 25 minutes. Broke the club record and also the best time I have ever done with young birds. One of the three came easy but the other two did over 16 hours before they came. Believe it or not, but one was only seven weeks and three days old, the other two were eight and nine weeks old.

It may have only been luck, but it is the luck we all need at times.

I will tell you how I fed them in training and the build up I gave them; it might help someone, sometime.

Train them for six days on barley and a teaspoon of mixed canary seed — that is to get them used to seed. Seventh day, half wheat, half barley. Keep them in that day for a rest. Wednesday fly for four hours then start the build up.

Wednesday P.M. 1 teaspoon Linseed; 1 teaspoon Mixed Canary; 1 teaspoon Wheat; 1 teaspoon Tares; 20 peas; 1 Cod Liver Oil pill.

Thursday P.M. 2 teaspoons M/Canary; 1 teaspoon White Dari; 1 teaspoon Tares; 10 peas and Tonic.

Friday P.M. 2 teaspoons M ½ Canary; 1 teaspoon Wheat; 1 teaspoon W/Dari and Tonic.

Saturday A.M. 2 teaspoons M/Canary; ½ teaspoon Tares; 1 Cod Liver Oil Pill and Tonic.

Saturday P.M. M/Canary, Wheat, W/Dari, Niger and Plain Water

I used the same feed for the fly after and did 13 hours 30 minutes.

My Mixed Canary contains 3 ozs. millet, 4 ozs. Black Rape, 4 ozs. Niger, 6 ozs. Plain Canary and 3 ozs. Hemp.

And the tonic is 12 drops of Brandy, 2 teaspoons of Parraishes Chemical food and 6 drops of Tinchies of Iron mixed to one pint of water.

Hoping to hear from anyone who tries this way through the *Pigeon Review*.

J. LEWIS' FLYING TIPLER TRAINING PROGRAM

By: J. Lewis — Swansea

Our season opened with the first fly on Easter Sunday, 30 March. Syd Passmore won our Grenfell Park Club Trophy, which as you know is our local Club about three weeks prior to and on the competition day, which does not suit my position at all. Result being, one of my hens pitched out of bounds with a bunch of homing pigeons after 5½ hours, but as you well know, that's the ups and downs of our sport. Well, I will write a little program that you might find will help you.

With the offspring from the birds we sent, you must have them flying up to 7 hours on training corn i.e. barley, wheat. Up to three weeks before giving them a change of feed for competition or a spin that you might want to try yourself. I don't know whether you have any bad winds which make the birds fly harder, if this being the case, you might have to give them a few tares when they come in, say twice a week. Now after a few weeks on training feed you

may like to try these feeds which I have flown good times on.
Last night out on Wednesday for flying on Sunday.

First feed:

Wednesday 1 spoon Hempseed, canary seed, spoon
Maple peas

Thursday 2 spoons mixed canary seeds, 2 spoons Maple
peas

Friday 1 spoon plain canary seed, 1 spoon Niger seed, 1
spoon "Redband", 2 spoons Maple peas

Saturday 2-3 spoons canary seed, 1 spoon millet.

This is a second feed which I have also flown well on.
This time they must go out on Tuesday and Thursday and
then in until Sunday:

Tuesday spoon hempseed, maple peas, canary seed

Wednesday spoon tares, rape seed, niger seed

Thursday spoon maple peas, 2 spoons REDBAND

Friday 2 spoons maple peas, 2 spoons Redband, spoon
plain canary

Saturday Plain canary seed, 2-3 spoons millet

Also a tonic (iron) to work with these feeds will help.
Well, I hope you try the feeds as written out, with the birds
you have now you should do alright. Best of luck.

THE COMPETITION DAY AND REFEREEING

BY: Tom Sheppard

I think you will find the first two hours of the competition are unique in that the competing birds are: 1st liberated as dawn is breaking, or has just broken, or possibly before dawn has broken. I think that rarely, if ever, are Tipplers liberated at this hour during their training, so it can be a strange unnerving experience for many birds.

2nd, the birds that have been liberated at this early hour have been subject to change of food, special feed, in fact they have been 'tuned up' for the competition that they may be able to endure a long hard fly. Here again, they only experience this super 'tuned up' feeling four or five times in a season. This, too, can have a strange effect at this early stage of the competition. The combined effect often is that the kit will rise up and away to go. They will travel far and wide, with a clear blue sky very high indeed. In most cases, they will have their run and come back into sight well inside a two hour limit. They usually settled into a steady rhythm on their return. I am of the opinion that this early stage of the competition is the only time that necessitates an allowance of two hours. I deem it to be sensible and right.

I would, however, point out one or two facts which I have found can and sometimes do, apply to this in the early stages of the competition. We must remember that we are flying our Tipplers in competition. At all times we must make every reasonable effort to see them and to prove that they are on the wing. By this I mean when the birds have traveled away. I would assume that we each have danger sports in

BIRD LAWN

Member of the F.T.A.
and
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REFEREE—BILL DOYLE

ED BORCHERS
Lakehurst, NJ

our area where we have known our birds to pitch on occasions. These spots must be visited and checked to ensure that the birds are not down. A good place to begin such a search is the top of the loft! Yes, the loft. I have found one of my kit on the loft when I thought it was flying high out of sight.

When the birds are liberated on a dark morning, one must be 'on his toes'. I have found many kits are not at all happy on such a morning. A dark morning is much more dangerous than a dark evening. When liberated under such conditions, a kit may fly a short distance from the loft and pitch. As the sky lightens, they will then take off and fly.

Another potential danger is the kit that is carrying food. Some birds will travel away out of sight, pitch and throw up this food. Then proceed to fly, often in fine style.

I cannot stress the point too strongly during this two hour period, as indeed during the whole of the competition, a vigilant watch must be kept on the competing birds. Only by doing so can there be competition. Anything less than this and we have a farce in place of competition. After a days' good competition flying, I and my club colleagues are really tired men, we may have walked miles through wind and rain. For instance, in early March, we have not seen the sun all day and yet when I have gone to bed at the end of the day, my face and the backs of my hands have been burnt by the wind. Until one experiences this sort of thing, one may find it difficult to believe. However, such diligent refereeing brings one a wonderful feeling of satisfaction. Should competitors then be successful, they can step forward with pride and confidence to receive their prizes in the sure knowledge that every reasonable effort to ensure that time flown is as stated on the card.

Good luck on your competition days.

INBREEDING AND SETTLING YOUNG BIRDS

By: "K.S."

In a recent issue of the newsletter, there was a reference made to a fancier who had lost about 60 young birds during the past year. It was supposed that the reason for this was because of inbreeding and making the birds "highly strung" (!) and nervous. It was also suggested that possibly one way to counteract this was to outcross and not inbreed. What we have here are subject that could fill the books, i.e.; breeding and actual flying. To start with I will discuss the breeding side of this.

For years now, man has cultivated and been master of pigeon flying. He has always striven to keep the best of the species, some of this being natural because anything of a weak nature both in physical and mental ability will have fallen by the wayside and died off. What is left afterwards is then sorted out by man into what responds to him and does for him the best way. Surplus stock which proves unsuitable is then sold or given to someone else, or culled. This leaves what is left to be kept in comfortable conditions. These are basic facts and when you look further and study what is left, those that have proven capable of doing what you want and are responsible to your way of teaching and training then you will find they are few in number and as sure as eggs are eggs, you will find that these few are from particular

families, or just one family, but whatever you find there will be some connection in their breeding.

After this, then it is only fair to retain these good qualities by breeding with those that are left and thus you have inbreeding and line-breeding. I will just briefly add here, that what I have mentioned so far is about the chap who is ruthless in his selection of stock and reduced to just a fine number, but on the other hand, if there is a chap who likes to keep a lot and were to be asked what is his best half dozen or so, I would equally imagine that they would also be of one family or strain. And if he too believed in the process of mating best to best, then he would be inbreeding and line-breeding as well. With this process, we are then left to just a few pairs and from these we shall have our youngsters, but note this, do not expect 100 percent breeding, even with all the best stock in the world not everyone is a good one, or worth breeding. Some are eliminated at their nest age, others before they start their training and still more when training starts.

Here we come onto the flying and training aspect and I hope fanciers will not mid if I be critical and say that if someone looses about 60 young birds in a season, then something must be amiss. With the birds we intend to fly, we must remember that these are of the best quality and will be expected to fly many hours when they are settled, so naturally they will be very flighty and nervous, this state applies to any good athlete whether it be man, dog, horse or as in our case — pigeon. I still believe in a system of having plenty of droppers about and some spare as well and then letting out baby Tipplers one at a time, this after they have proven that they will follow me about in the aviary and shed when I call them for food. After each has been out and been up and around and come down, then I will let out together, but still with droppers. If time allows I will do this up to three times a day and for as long as necessary, sometimes a week before really being sure of them. Each time going out in a group and being quick to put droppers to them before they get too far. And when I say 'get too far', no one can really put a distance or time of this. It has to come with the experience and instinct of flying. One can look at a kit going round and if they look as if they are going to drop, you can either gamble and flag them round once and put droppers to them or drop them on their first look. Whatever the case, don't flag them round more than once. Another obvious instance of droppers out straight away is when they start to look as if they might drop away: don't wait to see if they do, get the droppers out and call them back. Another time and more to do with instinct than the obvious, when they start raking that little bit away. I will explain by relating to what happened to me some four years ago. I had a nice kit of six babies flying, they had done about half an hour and just raking around the neighborhood, they then came back on the wind and turned over the shed. They didn't show but in that instant I knew I should have had them, but no, I let them go and off they went into the wind and with plenty of daylight left. I knew it was hopeless looking for them. Three wandered back the next day, but there was no sign of the others.

You will gather by my system that it is a gradual one, I'm not looking to fly three or four hours on their second or third time off the top. My system allows for a struggle to make the time with the birds eagerly looking and waiting for the dropper, after I think them well settled I then start to build up and improve the flying time. I only breed from a few and end up with a few, but those I hold onto usually end up proving quite reliable. I would rather have them in my hands to select and cull, than to lose and not know what's happened to them. I appreciate all systems and methods are subject to criticism and expect mine to be no exception. What I relate is what I do and I do not have many losses.

'KUSER LOFT'

Breeder/Flyer of the Boden and Lovatt type
Flying Tipplers

Member of the F.T.A. and
The Central Jersey Flying Tippler Club

Joe Closson
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TRAINING TO LIGHTS

By: P. Field

First, fix a good weatherproof light so that it lights up the cage and top of the loft. This being the only place you wish your birds to drop to. Try to get the light concentrated on this point so that your droppers, which you can use either in the cage or loose on the top, are clearly seen the whole time. With a pair of droppers, I should suggest keeping the hen in the cage and have the cock out on top, this should encourage him to flap about and so attract your kit. The main thing, first of all, is to give your birds confidence to be out in the dark. This also applies to your droppers as it is fatal in my opinion if your droppers are nervous. Try to avoid having to drive them to make them work as in doing so you may be scaring your flyers also as they will be watching these birds below. I suggest that you train your dropper cocks first of all as suggested previously. Put the hen in the cage and get the cock out on top, doing this before dark. When dusk, get him used to the light going on without scaring him off, meanwhile throw a bit of seed occasionally just to keep his attention. Next, you have to teach him to go into the cage when required. After progressing this far and the weather permits, even if you do not have him out each night, give the droppers a feed in the cage after it is dark, for a week, they will become used to the light quicker. I always feed my flyers by artificial light right through the year, as I think that this makes them realize that the lights mean feeding time. Do the same with the birds you wish to fly, let them into the cage when it is dusk and when dark put on your light and throw them a bit of corn (feed) or seed and get them confident

enough to feed in the cage. Whenever you approach the loft especially when dark, talk to your birds, you will find that they start to coo knowing that it is you and are not frightened, having got your birds used to the light going on. Before it is dark, have them out one at a time letting them flap about and pitch back to the loft. Have the rest of the kit in the cage and your droppers out the whole time. This method allows them to get used to their surroundings again, leave them out but watch out for cats and when dark switch on your lights, make sure to take care and not scare the birds at all. After they get used to this, get them back into the cage with a little seed. After a while you will only need to open the cage door and your birds will automatically go in. After settling them in this manner, turn them out for a spin making sure that the birds will be ready to come before dark, but remember when you have reached this stage put out your droppers and switch on the light even if it is not really dark, for preference when the street lights go on as the kit can see their surroundings and do not get confused. If you are patient enough and can spare the time to persevere on these lines and use a little common sense everything should be OK.

Some birds are different in temperament to others and so react in a different way being more unreliable. If you get a bird acting awkward in training do not let it spoil the rest of your kit but persevere with those that give you satisfaction. you will find it will take quite a little time and patience to get the results you require but it is worth the effort. Once

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trained, your kit will come easier in the dark. Once the lights and droppers are shown, they will respond more definitely and not as sometimes happens when it is still light. The birds show for the loft and then lift away again. Do not condemn a bird which makes a mistake whilst in training, as some fanciers suggest. If a bird pitches away, I never trust that bird again, as I consider this a serious mistake and could spoil a whole kit. A bird dropping before lights or are shown can be entirely different, this could be caused through lack of condition, the result of too low a diet or that it is falling sick. Also look to your self as you may upset the routine in some way. Always check before liberating your kit, handle each bird to see if the condition seems normal. Many birds have made mistakes through being flown when not in condition. This is a point I always stress when giving advice on my method. Youngsters can be successfully trained on the same lines.

WHEN PROGRESS BECOMES A MENACE

By: Jack Prescott

The Flying Tippler has its' roots in poverty. At the crucial time when dedicated interest was essential in order to improve this variety, there was not much money about in England, or if there was, then it certainly wasn't distributed fairly.

In those days, a man had to be a disciplined workman

in order to keep his job. He had to entertain himself as best he could, therefore the need to create was there. With the few pence that he had in his pocket he had to occupy his time and those who took to Tipplers generally went about the hobby in a serious way.

The reason for the rapid improvements with Tipplers in the 1920's to the late 1930's period was because these men had nothing better to do. The numbers that they kept were surprisingly small and their self discipline, dedication and ruthless culling was obviously due to the lack of money that they had to throw away.

These days, of course, things are different.

In order to create — it is necessary to deal with a manageable number of birds — otherwise greater numbers are never exposed to test flights that can determine their quality and reliability. When one is feeding by the shovel instead of the handful — how then can one know such birds as individuals?

The Flying Tippler in Britain has become so good that it is bad. I suppose this statement sounds stupid, but when one considers that the times now being flown involve attendance and supervision for more than 20 hours — one can see what a task this creates. I suppose that if such improvements continue, it could be a 24 hour job. I wouldn't do it for \$500. Obtaining referees or Timers as you Americans call them, is difficult enough and I can assure you that if ever your times get into the 20 hours bracket, there is going to be more difficulty in "roping in" someone to carry out this task.

I certainly hope that no one never asks me. Now, when I was a young fellow, with no nerves, I would take part, but nowadays when it got to 18 hours, I'd probably feel as though I'd been scalped. When you're about 60 years old, I'm sure you'll agree.

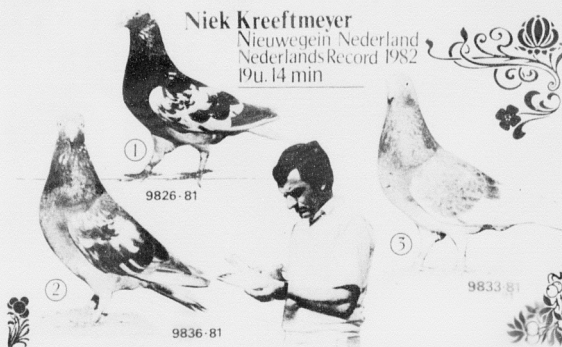


COMPLIMENTS from DELAWARE VALLEY REGION FLYING TIPPLER ASSOCIATION Philadelphia and South Jersey Area



FLYING TIPPLER-SPORT IN THE NETHERLANDS

Ere-voorzitter: E.W. Matthews - Manchester
J.E. v.d. Wel Ijmuiden



Perhaps in the U.S.A., it will certainly interest you how the flying Tippler-sport flourishes in the Netherlands.

To give you some insight, we have since 1959 a very active club, the N.V.C. (Netherlands Flying Tippler Club), which at this moment about 80 members. From these members a fixed number regular inscribes for the competition, which are to be held between April and September. Per year 9 competitions are to be organized. The principal competition is the Long-Day competition, which is to be held on or about the longest day. With this match, we compete with the Germans, organized in the D.F.U. and further with an English club. With the D.F.U. we keep many contacts.

For years now, the Dutch flying record stood in the name of our honorary member Mr. H.G. v.d. Broek at Delfzijl, with a result of 18 hours and 38 min., established in 1969. There came an end to it in the month of May 1981, when our Club friend Mr. G. N. Kreeftmeijer brought a change in it. He raised the time to 18 hours and 58 min. This improvement however, was of a short time, as a month later at Long-Day club friend Mr. W.A. de Bruijn of Reeuwijk brought the time on 19 hours and 12 minutes.

Mr. Kreeftmeijer did not take it lying down and improved at Long-Day 1982 this record time with two minutes. (19 hours and 14 min.) Up till now the time of 19 hours and 14 minutes remained maintained. As I said above, we also fly in competition with the D.F.U. and at the same time the German Alfr. Liemen at Dorsten W. Germany, made a time of 19 hours and 19 min. This is the continental record.

As you certainly know the flying Tippler-Sport has its birthplace in England. That the Englishmen for years stand at the top is clear and well known to you. The flying Tippler-sport in the Netherlands now has developed considerably after the Second World War. Thanks to very good contacts with that country and the regular imports, but the knowledge too, it has gradually been possible to make also enormous flying times, by which it has been succeeded to approximate closely the English times.

As had been said our record time is 19 hours and 14 minutes, established by Mr. G.N. Kreeftmeijer (Zijllaan 3, 3431 GK Nieuwegein, Holland) on Long-Day 1983. Mr. Kreeftmeijer is a very passionate Flying Tippler fancier, who is of opinion that in this sport, more ways are leading to Rome. However, all must be executed were consequently. Without being very seriously, people comes never to results of signification. He rejects, that there would exist certain secrets in our sport.

At first one should start with pigeons of good quality and descent. At all parts of the competition activities discipline must be ruling. Also many fanciers swear by a diet

of barley in training, this is according to Mr. Kreeftmeijer, all means not necessary. So is it by all means not necessary to fly every other day in training. First class of flying takes place exclusively on Saturdays and Sundays.

If he prepared himself for a competition then it is necessary to perpetrate the concerning team previously. It must not be necessary to let undergo the team still an or another cure on the last moment (f.i. against cocc).

It is very important that the own behaviour to the animals is very consequently and some feeling is necessary. That means to train at dusk by lamplight and starting her with in the month of February. Starting after the winter time must be preceded by not feeding two or three days. This is the single way to make the Tipplers handsome and manageable. Evening after evening, it is necessary to train at dusk and letting them land on the correct place. This all requires much perseverance of the fancier. Tipplers which give no satisfaction by the training at this phase are been selected out.

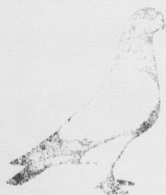
It is further self evident that the droppers stay centrally by flying at dusk. And talk much with your animals. They have to learn and understand your proceedings thoroughly. Without entering further in details, it will be clear to you, what strong arrangements are necessary how to come gradually to a great success. But — a bit of luck is coming in every opportunity.

With the above sketch Mr. Kreeftmeijer succeeded to realize the nice Dutch record of 19 hours and 14 min. The photo illustrates Mr. Kreeftmeijer with his toppers.



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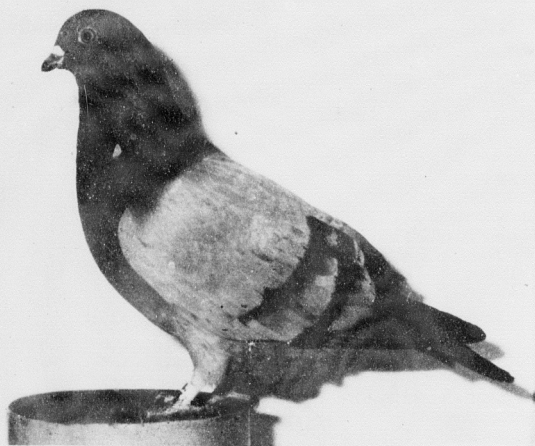
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TIPPLERS AS I SEE THEM

By: Sam Billingham

I am trying to pen a few lines on what I consider the most beautiful of pigeons — The Flying Tippler, and this after nearly thirty years experience with them. It therefore gives me the very greatest of pleasure to write this article and give you my thoughts in print.

To begin with, it is the biggest mistake, both for old and new fanciers, to overcrowd your stock, although I admit I am fool enough to do it myself. I suppose it is simple because I love pigeons. But to over-crowd means that the best birds don't get the attention that they should have. You can never see them at their best, simply because the second or third rate bird is always amongst them, and through them being overcrowded they fight for perches and pull each other to pieces. Under these circumstances, you don't get the same amount of pleasure out of them as you would had you only a few really good ones.

This brings us to the matter of purchasing birds. It is far cheaper in the long run to give 1 L. (English Pound) for a good one, than to have four second raters for the same money. The latter method only ends in you not being satisfied and killing them. In buying a first rater, or breeding one, you always have a good chance when you show it, whilst, on the other hand, it is no earthly use contributing to shows or flying competitions if you haven't the proper stuff.

Be Careful When Buying

The novice should look about him and decide from whom he will purchase his stock. He has a big range of

choice, as there are good lofts of birds all over the country. If your object is flying, or showing, always tell the person you are buying from for what purpose you want them. After that stick to the fancier you select to buy your stock off, and if he fails you after you have given him a fair trial — well then, try someone else. Why I say this is because flying and showing are two entirely different propositions.

We flying fanciers know perfectly well that if those birds which fly these big times were put in the show pens there would be some rum stuff amongst them. But give them their place alone as Flying Tipplers and they are masters of the air. I am not for one minute saying there are not good specimens amongst these long time flyers, because there are a few of them very hard to beat as show birds.

I have had a try at building up a loft of good Flying Tipplers and to win in the pen at the same time. Believe me, you never have your hand out of your pocket, and you have got a hard job on to achieve the combined objects. The old hands know when they have a real good one, and my experience is they don't like to part, which should again prove to the novice that it pays to give a good price at first and get the right birds.

I know a man who has had about forty years experience with Tipplers and he made this remark, "There are horses for courses, and pigeons for places". And he is right. I have seen these little Sheffield crossbreds fly into the teens of hours with the wind down hill, where under the same conditions some of the more delicate breeds would have been down. I know there are good birds in every colour and sort of Tipplers, but I do not honestly think that if all these men who have done these big times with the blacks, blues, reds and badges were to concentrate on the Light Prints in the same manner they would get just as good times out of them. I

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**Reprinted From:
"The Feathered World" Year Book
1922**

By: G.T. Law
Hon. Sec. City of London
Flying Tippler Society

To the man of small means and a stay-at-home turn of mind, I would suggest that this particular Fancy is easily the best of all, as it is one which gives an enormous amount of pleasure for a very small outlay, and the minimum of time is all that is required to keep the birds in trim, besides which it is not necessary to keep a large number of birds. Three or four pairs of stock birds will, in ordinary cases, produce sufficient to amuse any man for a whole summer, and allow him enough to have a good few to dispose of at the end of the season.

But to anyone thinking of taking up this hobby, I should strongly advise them to be most particular from whom they obtain their first stock birds. Beware of the dealer, who states that his birds will fly the day with ease. Candidly, they will not. The best plan is to go to a man with a reputation as a flyer, one who has some good times to his credit, and from him get the best birds available. Two pairs of real good ones are worth more than fifty-two pairs of poor stuff, and besides, a good fancier will be only too pleased to put one well in the way of managing the birds in the proper way, so as to enable them to give the best possible results. Anyone helped in this way should easily be capable of flying the clock round in his first year, which is a feat of no mean achievement.

It will be found that young birds are the best for a beginner to start with, and they will be at their very best for flying at about twelve to fourteen weeks old. Great care must be taken the first time or so the young ones are let out, for should they be frightened or startled, and get on the wing before they have had an opportunity of noting their bearings, they will in all probability be lost.

It is best to follow the advice of the fancier who supplies the stock in the matter of feeding, but I usually feed my young birds on barley, and very sparingly when starting them to fly; in fact, until they know what is required of them it is necessary to keep them very hungry. It is most important that they be trained right from the start to come at call, and not to come until they are called, and to come and alight on the correct spot, which is the top of the loft. Under no circumstances must they be allowed to hang about on hour-steps, or drop away from home, or alight before the droppers have been put out. Birds which acquire bad habits like those mentioned are absolutely useless for flying any length of time. To get birds to fly into the teens of hours it is necessary to follow a system, and keep regularly to it, and with ordinary luck and judgement, always big factors in the sport of flying Tipplers, it is surprising what one can do.

THE TIPPLER PIGEON

By: B. H. Wedgewood
Reprinted from: "The Feathered World" Year Book — 1928

Firstly, the Show Tippler has made wonderful strides in attaining the lovely brown chocolate colour, and is getting more known every day all over the world. At the recent

Palace Show, whilst looking over the birds, I heard numerous remarks as to the beauty of this variety. Although entries were not quite as numerous as in other varieties, the quality stands out. One thing in its favour is that good ones are not so easy to breed, therefore if a breeder can turn out one real good one during the breeding season he is generally satisfied. As there are four recognized varieties of the Show Tippler, there is plenty of scope for the beginner to try his hand. Light Mottles and Chucks appear to be the most difficult to breed, as with the former to get the lovely broken head and neck, together with body markings and broken bar and also underneath markings, seems almost impossible. A number of our winning Light Mottles fail in headpoints, and although only five points are allowed out of a total of fifty for same, I consider this a very important factor. No matter what breed of pigeon you see at Shows, the judge invariably carefully criticizes the head qualities first, but generally speaking I think condition and general appearance most important. Unless your bird is put down in condition, i.e., tightness of feather and clean, no matter how good the bird may be in other points it usually is put back.

Now, assuming you have your bird in the required condition—and it is really surprising how some of our leading winners are kept in Show form—a nice dry pen or loft is essential, and I consider a covered flight (especially in towns) a great asset. The Tippler is one of the hardiest and easiest breed known, and although there is always plenty of scope for improvement, we find it practically impossible to breed the ideal we are aiming at. As I say, in Light Mottles get the lovely broken markings all over, together with colour and neat head, white eye, dark cere and condition, then you are not far wrong. There is plenty of scope for Light Mottle breeders in my opinion, and I always recommend a heavily-coloured cock mated to a sparsely-marked hen, which from personal experience has proved very successful. We have now obtained the desired standard colour, but there is plenty of room for type and headpoints.

The present-day Dark Mottles are almost near perfection, although some breeders maintain that the markings in Mottles come naturally, others (that in order to get the standard markings the feathers should be alternately pulled when the birds are young, say from three to six weeks of age. Of course, one has to have the required article to improve upon, viz., a heavily-coloured one showing just slight tinges of light feathers. However, I can honestly say the Dark Mottles have made wonderful strides in recent years, having that lovely rich brown colour with white markings evenly distributed to bar with solid-coloured head, and underneath. What is a prettier picture and more taking to the eye? It only seems a few years back when we invariably saw long faces with white blaze, and washy bars and undercolour. We have certainly "gone some" as the Americans would say.

The Selfs are gaining great popularity, and the majority have that lovely dark cere and white eye, together with head (not too full in front) almost to perfection. Quite a number, however, in the variety fail underneath slightly, either showing traces of a sooty colour or paler, especially towards the vent. No doubt this has arisen through previous crosses, such as the Kite Tumbler, which was a great favourite formerly with Tippler fanciers to obtain headpoints.

The Chuck has always been a favourite of mine, but should be kept under ideal conditions in order to protect its purity of whiteness in colour, and perhaps this is one reason why same are not so popular as the Self. Rapid strides have also been made here, and we generally see the winning birds with flights 10 x 10, possessing the lovely coloured chuck, primary flights and tail. This variety used to be classed at Shows along with the Selfs, viz., Self or Chuck class, but even this has now died out, and we only see the Self class as

a rule. I shall always maintain that a good Chuck (which has, of course, had moderate preparation for Show) should be placed higher than a Self.

Flying Tiplers are getting more popular in the Show pen every day, and at this year's Palace and Birmingham Shows some really wonderful birds were exhibited. Whether same are good on the wing is another question, as no doubt some fanciers keep certain specimens solely for the Show pen and only let them have occasional short flies in suitable weather. Light Prints seem to be most popular, and it was a good idea at the last Palace Show to have the different colours divided. Again, condition is the principal factor, and a bird with good, broad flights and nice type and head is generally not far behind.

In conclusions, I may add that both Show and Flying Tiplers are varieties which are exceedingly interesting both from the showing and flying points of view.

FLYING TIPLERS

By: L. Guise

Reprinted from: "The Feathered World" Year Book — 1932

It has taken many years to bring Flying Tiplers of stamina to the perfection in which we find it to-day, but if we are to maintain this excellence in flying qualities, the desire by not a few to fix a standard for the show pen must be nipped in the bud. Immediately a flying breed becomes standardized for show purposes deterioration in powers of flight evinces itself, and in place of the game little pigeon which with proper attention will remain in the air up to nineteen hours we shall have our pens filled with uniform so-called Flying Tiplers hardly capable of competing with the farm-yard variety of endurance.

Why there should be such a desire for a show standard I cannot understand, considering that we have a flying standard which is approved of and applied by most flying judges. That each judge may favour a special colour may be human (we all have our fancies), but no judge if he is worthy of undertaking the task of judging, would give preference to his fancy if an exhibit or exhibits of another colour proved superior in flying points.

Let us consider what is a flying standard. That this has been arrived at from experience of what an actual long-time Flying Tippler appeared like in both feather and condition prior to accomplishing a good fly there is little doubt, and such men as G. T. Law, L. Wyman, B. Goode, and many others were unanimous that a bird shown in a Flying Tippler class should comply with this standard if any measure of success was expected. The points are: A complete moult. Body hard. Long keel devoid of dents or curvatures. Flights and secondaries wide, covering each other right up to tips. Wings after being pulled out should fly sharply back into position. Bird should stand up well in pen, be active and alert. Colour and type last consideration. In handling, bird should sit well in the hand, and the experienced judge can form a good opinion of the likeliest exhibits from the way they handle. One bird will feel awkward and out of place in the palm, whereas another will fit it as if moulded to it. The reason for this handling test is condition. A fat bird never handles well, and never flies well.

There has been for the last two or three years a tendency to favour the Light-prints in the classes for Flying Tiplers at the Crystal Palace, and this preference for one particular colour is not looked upon favourably by the

exhibitor. Furthermore, more attention is paid by the judge to type than to condition, no doubt because there are too many birds to receive individual handling. If type in Flying Tiplers becomes first consideration in the show pens, fanciers will endeavour to evolve birds to the required type at the expense of flying qualities. Most of the birds were Light-print Flying Tiplers, although one or two Duns and Greys were also on exhibition. I cannot say that any of the birds were of outstanding merit, while some of the so-called Flying Tiplers were more Tumbler than Tippler type, but it is rather a surprise to me that one or two look the eye of the judge to such an extent as to induce him to place them among the winners. Four classes only were allotted to Flying Tiplers, viz., cocks and hens (old and 1931 birds). An inducement to exhibitors would be classes for "any other colour" in 1932. If type is supposed to be the first consideration, and I contend it is at the Palace, why was there such evidence of ignorance of this? Birds with white and mixed tails, unsound flights, and far too prominent heads scored. I never advocate judging Flying Tiplers on type, but if they are not considered according to a flying standard, do let us have something definite to go by. This year probably the very birds that scored last year will not be looked at by another judge because to his mind they fail in soundness of flights and tails, and some have too much of the Tumbler type characteristics.

A controversy on what constitutes a Light-print Tippler has been going on for some time, and opinions differ, but this description may help:—A Light-print is a bird in which white predominates. Whatever the colour of the flights and tail, and markings on the body, whether red, dun, black, blue, or grey, it is a Light-print. And—a Light-print is a bird with ground colour white and predominating. Forehead mostly white, neck white, but splashed with darker feathers of the same colour as flights and tail. The colours may be red, dun, black, etc., and slightly scattered over the body. Coloured bars on the wings, and in the case of red prints or splashed, white tails, will not prevent the bird being classed a Light-print.

BREEDING AND FLYING

It is easy to breed Flying Tiplers, but not so easy to produce flyers of the right kind. Even the best paired together will not always produce satisfaction, but we go a long way towards success by purchasing only the best, and eliminating from our stock everything that is not up to standard. In obtaining stock, two things should be seriously considered, viz., "Will the youngsters produced be a large percentage of first-class flyers, and if so will these also stand a good chance in the show pen?" There are excellent Flying Tiplers to be bought, but one might as well select from these, specimens which also possess points that are likely to be transferred to offspring. We must continually fit ourselves for the winter seasons and stock our lofts with birds which, besides being of the long-time and high-flying strains also possess the necessary body and feather formation to warrant success in the show pen. I am particularly referring to length of keel and width of flights and secondaries, and I have found from many years' experience that faulty parents invariably reproduce their defects in the offspring, these defects being passed down for generations afterwards. Hens are more prone to short keels than cocks, and in purchasing stock, particular attention should be paid to these, avoiding excessive shortness in keels. I use the word "excessive" because it is very rare that one comes across a hen which can compete in that respect with the cock.

Aspirations may go as far as the Classics, where type is looked for, and if this is the case stock must be obtained accordingly.

The accepted standard of type is to be found in the true Macclesfield Tippler, and the points looked for are round skull, short beak, pearl eyes, darkish ceres, wide chest and shoulders tapering well to tail, short legs, small feet, erect and alert carriage.

Reprinted from: "Feathered World" Year Book — 1933

Inbreeding

It appears to be a firmly rooted belief that in order to be a successful flyer, inbreeding is absolutely necessary, but there is danger attached if practised too far. The idea of inbreeding is to obtain birds of as near as possible similar weight, wing actions and stamina, and this undoubtedly is accomplished, but only up to a certain point when inbreeding cannot go on any further. Fancy varieties, the inbreeding of which is practised to a large extent to obtain desired colour and points, are not required to utilize their strength flying continually all day, and therefore inbreeding can go on successfully for many generations, but where flying pigeons are similarly treated, deterioration in the strain evinces itself rapidly, and when this comes about the disposal of the whole stock becomes necessary.

Fanciers rise to fame and go on topping the fliers for two or three years, and as rapidly fade out. Why? They have come to the period when inbreeding has got to stop. I have frequently heard fanciers say: "If I could only get such and such a mate to go with this and that mate I should be OK". But they cannot get this mate, as nothing will go well with their inbred birds.

To maintain a loft of healthy and robust Flying Tipplers, I should not recommend inbreeding, but careful selection of unrelated birds which have, as near as possible, similar characteristics. I have found by years of experience that the typical short-faced Macclesfield Tippler vary very slightly in wing action and desire for height. Should I require any additions to my loft I always insist upon the bird being of the Macc. strain and short-faced. Although this class of Tippler does not attain extraordinary times, I have had kits flying 12 hours on mixed corn only and without any special training. It will be seen therefore that if fanciers adhere to one strain which they know are not already inbred (this is most important as some fanciers, when they cannot go any further, dispose of all their inbred stock to the unwary), they can found a loft of first class Tipplers without inbreeding, which will be a pleasure for many years.

THE ATTRACTIONS OF TIPLER FLYING

By: John Sumner

Reprinted from "Feathered World" Year Book — 1935

To me the Tippler is a wonderful bird; different from every other breed of pigeon. No other pigeon can fly so long, so gracefully, so easily, and often in weather which seems impossible. Wind and rain cannot stop his intense flying nature, if in the right condition. The hobby of keeping Tipplers is a very fascinating one. Like every other good hobby, it has its ups and downs, the differences of each bird, and the handicap of ever-changing weather (as birds are safest kept in during the worst winter months).

Breeding has its great fascination. To pair two birds together that will just produce your ideal has been the "spice" and interest of high-flying men for more than two generations. Personally, I think there is room for improvement in love of home or good homing sense. Tipplers that are easily lost are no use to anyone. In my breeding loft I like an old pigeon, if it has been flown regularly, as birds that have come through all stresses, fog, weather, etc., year after year, if proved good flyers, are just the sort to put more sen-

se into a stud. Such an old cock paired to a young hen, bred from stock carefully chosen, will greatly improve a strain of birds.

Undoubtedly the best high-flyer to-day is the Tippler. It has records of nearly twenty hours on the wing, without a stop, which puts all other breeds in the shade. Again, in looks they are a beautiful modelled bird, no heavy appendage or abnormal growth anywhere, just built for flying and gliding. Full of graceful curves, a good Liac Mottie or Sandy Print is, in my opinion, as pretty as any star of the show bench.

Experience and treatment play a great part. Many who have kept other breeds of pigeons fail to grasp what is required, and through wrong management never see Tipplers at their best. When the summer comes 90 per cent of pigeon-keepers think only of breeding. It is then a good Tippler man puts some of his best birds, sexes apart, in small cotes, by themselves, and the real concert begins.

It is well to realize that a well-bred Tippler is a highly strung, nervy sort of little flying machine, just in the same category as the whippet or racehorse. All are equally fine bred for their own particular job. One of the commonest faults in management is over-feeding. It stands to reason with such a small bird ½ oz. too much weight makes quite a difference. A fat Tippler cannot do credit to itself; they struggle on heavily, like an overlaiden barge; wing movements are wasted in weight carrying, instead of the springy, light, elastic wing movements of a right-conditioned bird.

A few fit ones, when newly turned out, will appear to bounce, especially when the wind catches them. With a few well-timed strokes they will soar hundreds of feet in a few seconds. At these great altitudes they will sail and glide for hours with scarcely any wing movements or effort. This latter easy flying is the hall-mark of a good Tippler. Careful training habits play a big part, and should they get out of hand and drop away, or fail to notice the dropping signal, shorten their ration a little, so that they only fly half an hour or so, and come willingly on to the loft-top when droppers are put out. These short flights can be repeated a few times a day, till they have acquired good habits, as without this foundation they never fly good long times.

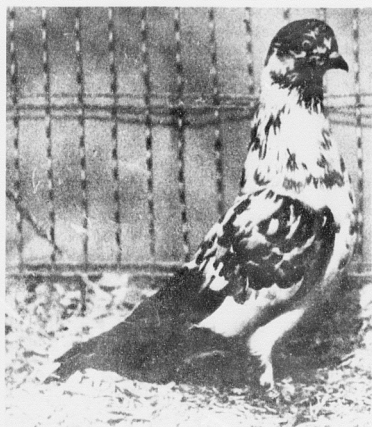
Barley the Best Grain of All

Now for the food. Remember barley is the finest grain to attain good flying weight, and I think Cinquettina maize, about the best for springing them into keen flying form, if sparingly given, together with the usual tit-bits — rice, wheat, etc. Feeding should be always after they come in, but to put a fine edge or good pitch into their flying a little crushed over-dried bread, mixed with bird seed, such as given to linnets should be given one hour before liberation, and if their hearts are in the right place, they will show you good exhibition flying. Generally about half a gill of corn for six birds is a good ration, once a day. I like to see a kit of nine good hens when at their best. This for good steady flying is the best number. Such a team, when they have gone six hours, are in their stride, and are working together like a machine, flying as one, shoulder to the wind, keeping a good altitude, flying on till evening, when they are signalled down by the proud owner of such game little champions.

Pottering about the garden, with a good kit of birds overhead, on a grand long summer's day—what more could an old breeder's heart desire.

I cannot conclude these notes without mentioning some of the "older" type of Tipplers (as photo), of which I shall always keep a few. They are the sort so much loved by that clever old fancier—the late Joe Hall, of Stockport, a craftsman Tippler flyer unbeatable in his day. Of this class or type of Tippler it can truly be said: "He is a flyer born"—a

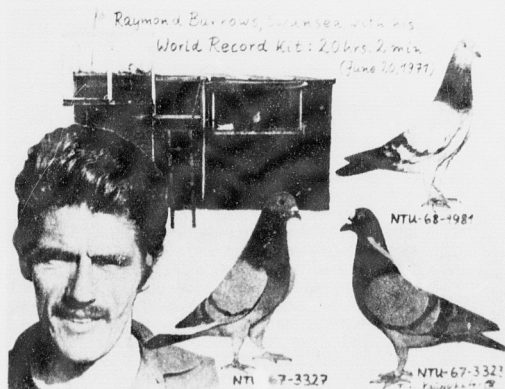
prettier flyer does not exist. For altitude work perhaps he is a bit—ungovernable—for strict competition work, and late night flying; but in my opinion they are the purest metal of the tribe.



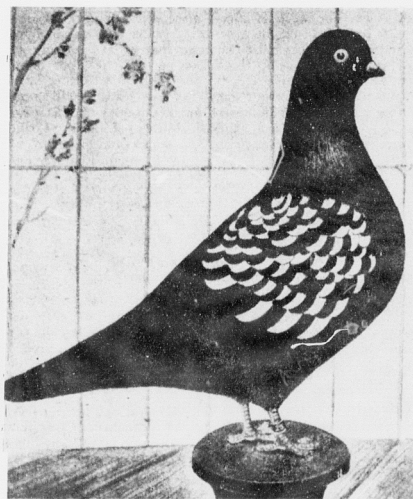
High — Flying Irish Tippler Cock.
Bred by Ernest Long
Sept. 1945, Pigeon Loft



Dark Mottle Tippler
Exhibited by Joseph Colgrove 1913 FWYB

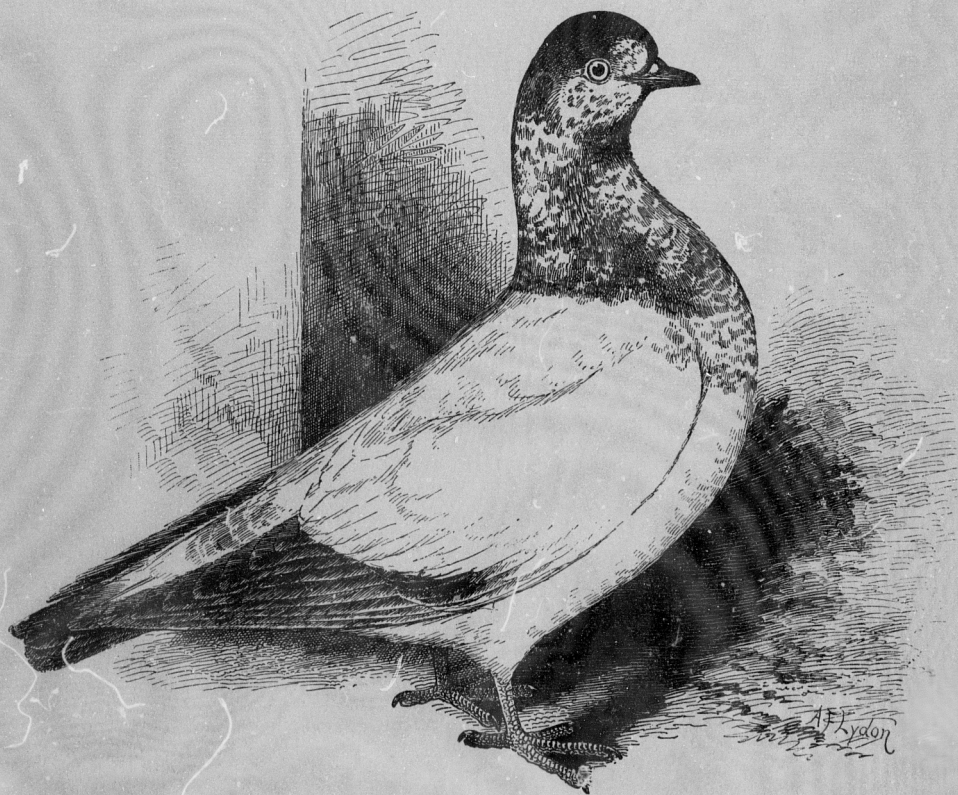


Mr. Raymond Burrows of the Llansamlet Tippler Club, Swansea, with his three Flying Tippler Cocks, which broke the World Record in the N.Y.U. Long Day Fly on June 20, 1971. Oct. 1971 — P. & P.W.



Frank Maskery's
"May Queen" bred 1923.
Said by many experts to be the best
dark mottle Tippler that has ever
been exhibited.
1925 FWYB

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THE
MACCLESFIELD
TIPLER

MACCLESFIELD TIPPLERS

By: J. C. Lyell

A well-known variety of the flying Tumbler is known as the Macclesfield Tippler, which must only make single turns in its flight. Some of these birds are very fine flyers and so rapid in their tumbling, that the eye can scarcely follow them. I believe the Tippler is of various colours, but there is one special marking that I have seen many of — that is, white, with dark heads, flights and tail. The colour is generally Kity-black, the flight feathers showing sometimes black, brown and white. The marking of the head is not cut off sharply, like that of the Nun, but gradually disappears in bottling, and there are some tomes grizzled feathers on the neck, breast and body. This variety breeds true to these characteristics, but with some variation in colour of points and is known locally, I believe, as the Printed Tippler.

The Tippler Club's Standard of Points

HEAD — Round skull (not too full in front), medium faced, pearl eyes with dark ceres and a dark beak.

NECK — Short, stout at shoulders, tapering well up to head.

SIZE and SHAPE — Medium in size, broad chest and shoulders, strong wing butts, body well tapering wedge shape to tip of tail.

FLIGHTS — Short and broad, well over-lapping each other when expanded, sound in colour throughout in the dark and light mottles; a foul secondary may be admissible, but will cause a broken bar and count against it. In the light class the ten primary flights should be soundly tipped.

LEGS and FEET — Short legs, small feet (bright red in appearance), and free from feathers below the hock.

CONDITION and GENERAL APPEARANCE — Carriage, sprightly and erect; hard, short, close and perfect in feather, flight or tail feathers being out and not well through the pen should put a bird back as if it were a foul feather; the whole possessing a rich metallic sheen. Tail feathers should be twelve in number.

COLOUR and MARKINGS — *Dark Mottle Class* — Bronze ground, leaning towards a rich chocolate brown, with white markings; solid coloured head, neck and chest, well and evenly marked on back and wings, flights and tail must be sound in colour. *Light Mottle Class* — Light ground, with bronze or rich brown markings, evenly mottled or printed throughout; flights and tail sound in colour. *Light Class* — Simply a coloured "chuck, primary flights and tail feathers", rich brown or bronze to take the lead, remainder of bird, viz., head, neck, body, wings, including secondaries — i.e., short flight feathers — back and rump, white or clear as possible.

Reprinted from *Fulton's Book of Pigeons*, New edition revised, enlarged and supplemented by The Rev. William Faithful Lumley, Cassell and Company, Ltd., London, Paris, Melbourne, 1895.

FLYING TIPPLERS

By: "Bronze Print"

The sport of Tippler flying is on the increase, and the bonnie Flying Tippler will give much pleasure to those who love to keep pigeons in their natural element. Tipplers are not bred like the purely fancy pigeons, for the Tippler fancier is proud of the fact that his birds are actual fliers — the longer the better. To become a Tippler fancier much less outlay of capital is needed than to embark on purely fancy pigeons. Do not confuse them, however, with the exhibition specimens now known as Show Tipplers, for the latter variety is now as far removed from the true flier as any fancy pigeon. The birds that fly are only seen in flying competitions, or where classes are scheduled at shows for Flying Tipplers. I mention this to warn young fanciers always to get stock from fanciers who fly their birds if they desire to build up a loft or kit of fliers. I do not despise the Show Tipplers that appear in the exhibitions, but it is as well to point out that knowing fanciers would not endeavour to build up a flying kit on such a foundation.

The Flying Tippler has put up many good times, as witness the records, some exceeding even 18 hours. As casual glance at "*The Feathered World*" "Tippler Item" column, which appears regularly will keep one in touch with the competition "flys."

I was once asked why the name Tippler was given to these birds of long-sustained flight, and my answer may interest those who may think that there is very little difference between a Flying Tippler and a Flying Tumbler. I remarked that back as far as 1888 a Tippler fancier, signing his name as "Old Bob Ridley", had decided views upon pure Tipplers and Tumbler and Cumulet crosses. These apparently found no favour with him, because he laid down that to his knowledge for thirty years previous to 1888 the name Tippler was given to those birds which tipped single tipples, without tumbling lower, as the then Tumblers did. This old-time fancier would not call a pigeon a Tippler unless it really did tipple, it is interesting to note. It would be true to suggest that the Flying Tippler is a mixture of composite breeds, and that its career can be traced back to ninety years ago. At that period three or four hours on the wing was considered a good flight. That the breed has progressed is shown by the times now obtained by judicious selection, care in feeding, and careful training. To-day more than one type exists, and each type has its admirers. The varying types apply to different districts, and individual fanciers have slightly different methods to get the best results out of their kits.

The fancier who takes up Flying Tipplers to-day cannot only obtain the pleasure of flying his birds in competition, but many of the various clubs now devoted to

Flying Tipplers also organise classes where such can be staged also in pen competition. Condition and feather qualities are the main consideration, for no standard is laid down of the nature provided for in the fancy breeds. Usually a Flying Judge officiates, and he looks for all the qualities he understands goes to make up an actual flying pigeon. Colour and markings are of no consideration, for they never make much difference to a good flyer.

The fancier who is just beginning would be well advised to get only in touch with a reliable flying man, who has successful times to his credit. Usually the safest plan is to procure young birds from such a source. When purchasing, adopt the same method of feeding as the birds' late owner will advise, and a reliable fancier will put one on the right track as to feeding, if one explains just what is required. Remember the biggest successes only usually arrive after mature years of practical experience by starting on the bottom rung of the ladder, and only by perseverance and observation reaching the top.

The staple food is barley, great care being used not to overfeed. Care also must be taken not to lose young Tipplers unaccustomed to new surroundings; it is a wise plan when just commencing to keep shut up until they settle down comfortable in their new quarters, and then just let out very hungry. A few moments round about the exit, and a little corn thrown in, will soon take them to the loft again. Once you get them accustomed to their quarters, and their training can be proceeded with. They should be taught to be either flying or at once called into their quarters. If one can utilise an ordinary common Fantail — perhaps two — as a signal for the flying birds to drop, it will become a custom for the birds to return to their quarters. A hungry Fantail clapping its white wings upon the top of a loft, and being coaxed to enter the loft with food, will soon be a sign to the others that something awaits them in the loft itself, and this sign will soon be understood, which will result in the Tipplers becoming safely dropped.

A kit out of hand of the owner is usually seen when the birds are resting upon neighbouring roof tops or surrounding buildings. The birds should be flying or else on their own loft top or entering their own loft — or safely inside.

Birds in hard training will do well if the food, before being given to them, is thoroughly dried in the oven. Dried food takes longer to digest, and keeps up the strength of the birds when on the wing. When the birds are not being liberated for that day one can feed early morning and evening. When they are down from a fly they should be at once fed for the day. When commencing training they should be liberated on an empty crop almost, and up till a couple of hours a day may be liberated daily. When successful at flying, say, three hours or over, it is preferable to liberate alternate days. Before a long-sustained fly it is a wise plan to rest the kit a couple of days before the effort. Birds that lag behind the others should be gradually weeded out of the kit, care of course being taken that it is not illness, or bad feather, that is the contributory cause. A keen fancier who is observant will soon detect his best flyers, and will take steps to remedy any refractory item

that means keeping his birds not up to the mark.

Care must be taken over time of liberation; one would not liberate in bad or very windy weather. Birds in good training will eat heartily on their return. Overflown birds usually have a poor appetite; but remember never to overfeed.

Wheat, tares, rice, canary seed, and maple peas all form varying mixtures to add occasionally to the staple food—barley. In this question of feeding the Tippler fancier must be guided by his own results. Once having formed a very definite system, stick to it. It is only by a regular system that the best can be got out of the birds.

One can use two kits in training by using two lofts, and liberating each kit on alternate days. Not much room is needed for a kit, and it is not always the same number of birds. It may, perhaps, be four; it may be more. A glance at results as published will show what the foremost fanciers do.

Reprinted from "The Feathered World" Year Book 1924

TIPPLERS

Of late yet another variety of the Tumbler genus has attained great popularity as a show pigeon, namely, the Tippler. We take this opportunity of giving a short description of this very interesting pigeon, for fuller particulars directing the reader to a very excellent monograph on it, published since we wrote our chapter on "Modern Pigeon Literature", under the title of "The Tippler Pigeon Up to Date," by Mr. Archibald F. Hepworth, of Shepshed, Leicestershire. First, as to the name "Tippler." This is erroneously supposed to be derived from its turning somersaults when on the wing; in fact, the Tippler, though of the Tumbler genus, is not a "tumbling pigeon". Its flights should be of high elevation and long duration. Any bird in a "kit" subject to the habit of tumbling or turning over when on the wing is discarded as tending to spoil a good kit. The probable derivation of the name is due to the original flying Tipplers being birds of completely white plumage with the exception of dark coloured tips to the end of the flight, tail and minor flight feathers and a kind of like tipping to a patch of feathers just below the under mandible, termed "check". These pigeons are supposed to have been bred in Staffordshire, in the neighbourhood of Macclesfield (hence their name Macclesfield Tippler), about sixty or seventy years ago, and to have been the result of a cross between the Almond Tumbler, or Baldhead, and that well-known white-bodied, very silvery-eyed, long-flying pigeon, the Cumulet. In size it is smaller than the Cumulet, but quite its equal in duration of flight. As yet its show points have not reached anything approaching to standard perfection, so that we cannot speak of any specimen we have seen as being a standard Tippler; therefore we cannot do better than here give the standard of excellence issued by the Tippler Club, with which we have been favoured by the Honorary Secretary of that body. It is a very descriptive document, and will fully explain to any one interested in this bird such points as shape, size, colour and markings.

THE SHOW TIPPLER

By: Will Tyler, Hon. Sec.
National Show Tippler Club

Here, then, are our most particular wins of 1923, and so I am at liberty to express my opinions. We see how the Dark Mottles have led the way, taking the specials over the other colours almost every time. Why? Let me answer the question. The Dark Mottle, being bred with a tremendous amount of Self blood in them, have become much sounder in colour—flights, secondaries, and the under-colour being almost equal to the Sells. So with the white mottling on the deeper ground colour; it catches the eye the quicker. The mottling seems, as it were, to stand out more distinctly than in Lights. Also, when handling, the washy greyness in flights is not to be found, and rightly so they lead the way to-day. It is for this reason I am going to allot the remainder of my limit, of about a thousand words, to the breeding of them.

Particularly to the novices I speak. How were the best Darks of 1922/23 bred? The first Palace old Dark Mottle—the Esquilant Trophy winner—is bred from a Self cock mated to a very gay Dark Mottle hen. Sister mated to brother. Sib bred for 25 years. The birds when bred was very nearly a self, but in these sib bred birds it is only a matter of patience to mottle them just as you want them. Up to almost any age they come, too. Take again, "May Queen", which they say is the finest marked Tippler ever seen. I understand she also is bred off a brother and sister—inbred again and again. Markings like that are not bred one in a thousand.

What of the Lights? The same thing applies, but being weaker in colour and not infused with so much Self blood, it follows that when a bird heavily marked is being broken up through the weakening of the blood flowing down into the flights and secondaries, a greyness intermingles, and if overdone, absolutely white turns up where not wanted. Again I say, until the Light Mottle is bred more sparsely marked—and therefore less making essential—we shall always have the pale flights and secondaries. Ah, I nearly forgot the Sells! As many have asked me how the beautiful cobby white-eyed birds had been

bred, I will unfold a mixed-up receipt, and show it to you.

Many years ago one of the most prominent fanciers conceived the idea to cross with the half Brander, a bird short in face, white-eyed; and this Capuchin bred Brander, Tippler, Tumbler, etc., etc. —is to-day the very cobby white-eyed Show Tippler so much in evidence. Running closely for premier honours is the mixed combination of a Brander hen mated to a Red Self Short Face Tumbler cock, the offspring of which were mated back to the best Sells of that day, and these winning the A.E.T.C. shows in 1908, acknowledged then as equal to anything in Sells, and are still holding their own in 1923.

What a mixture! Hundreds of the latter mixture have been bred and distributed since 1905, and a good number of the former since 1914. There you are in a nutshell—the history of the Sells! If they do not breed absolutely the quality of themselves, do not get downhearted, for who would be surprised to find a S.F. Tumbler, Capuchin, Brander, Duck, or Pewit in the nest some time—after such a candid confession of mine? But do not try the game over again; be contented with the products as they are, and try to improve them further.

Now as to mating. Do not be afraid to inbreed your stuff; far better to do that than keep buying from first one and then another. Whatever you do, give over if you ever start paying for pedigree, for I say it from experience—which I can claim without doubt as one of the very oldest fanciers—that pedigree is the last word I should value in buying Tipplers. The very finest birds I ever possessed were duds in the breeding lofts. The most valuable birds I ever owned are wastrels to the eye, and you are just as likely to breed an Esquilant Trophy winner off a pair costing 1 as you are off the best exhibition pair living. I breed to sell admitted, but my pigeons are not my bread, and I am glad to see, as I have done scores of time, birds beating me that have been bred by me, or bred from my stock.

Reprinted from "The Feathered World" Year Book — 1924

know over 18 hours has been done many times with Light Prints. I have myself flown three young Light Prints 16 hours and 5 minutes. One of them was direct off a pair from "Josh" Davies, Swansea.

But you novices can see what is wanted to win a record fly, when Jack Cockayne's record is 19 hours 35 minutes and Jack Holland seems a bit handy at doing 17 hours with young ones. There is no question about it, one must have birds with long staying powers to do something near the above records.

I have had a bit of experience with the dun and silver. The very best I have had and still have, came from Alfred Chamberlain. The lovely silky touch when handling, along with the pearl eye and the neatness of them makes a true pigeon fancier love them. I have often heard pigeon fanciers talk about pigeons going through the clouds. These duns and silvers certainly do and a treat they are to watch, but they will not stand the punishment of the harder breeds.

Feeding and Training

Now, to the novice who is interested in flying. Many of us old hands have different ways in training. Some are up in the clouds for eight or nine hours and some are round the slate tops for three hours. But it makes no difference, they all fly nearly all day on fly day and very often those that have been trained to fly low put up a good performance. The reason is that the owner has made them bad in order to make them feel better the last three days or four days in the cote previously to the fly day.

I don't think there are many fanciers in Sheffield who believe in a ten days or a seven days feed, they would sooner have a three days and for this reason: we will say you have your birds flying five hours nicely on barley or wheat and dari; fill them with canary seed, finish up with good tares, they will fly eight or nine hours. Now ask yourself the question: "How much more does it require to fly fifteen or sixteen hours?" Now something like this would come to your mind: —

Last time out on Friday. Friday night half a feed of canary seed, finish up with good tares. Saturday at 12 noon, a little rice, canary seed and finish up with maple peas. Saturday at midnight, half a crop full of small Indian corn, fill up with tares. Now you can leave them until 2 o'clock Sunday as they will be looking well now. Tighten them up with a mixture of the following seeds: Prima donna, swede turnip, niger seed, millet, English rape. Let them have a good go at it. Monday morning feed on the same mixture if they will have it.

You may use for a suitable tonic six or seven drops of Phosferine to a pint of water; in fact, you can give it to your birds right through as it will not hurt them. A friend of mine, T. Crownshaw, one gave me a recipe of a tonic which is very good; one teaspoon of Parrish's Chemical food, one teaspoonful of brandy to a pint of water. Try it. It is given from a lifetime's experience.

I could go on writing long enough, but I don't want you to get fed up with it. However, remember these points: It is good judgement to know your birds; when to feed, how much to feed; handling for condition, such as firm body, not too heavy, staidness of the bird, tightness of feather, bright eye, nice white wattle. Another good guide to health is the droppings, which should be firm and small. Study the above points and see how far I am wrong.

SOME THOUGHTS ON TIPLERS

By: James F. Smith
Norwich, Conn.

Thanksgiving Week-end of 1982, found myself and my friend, Joe Alfieri, in attendance at the Faircount Pigeon Show, sponsored by The Fairfield County Pigeon Association. This wonderful show was held at the K. of C. Hall in Fairfield, Connecticut and there were about 1200 birds on display.

There was a nice class of flying type Tiplers being shown by good friends, Ed & Rosine Buraczewski and Paul Platoni, along with his young lady friend, Doreen Tierny, myself and another gentleman whose name I never did get. Mr. Williams, I believe. Forgive me sire, if I'm mistaken. The show was alot of fun and we really enjoyed ourselves. Ed & Rosine swept all honors and deservedly so.

During the course of the show a few fellows congregated around the Tiplers and began asking Ed and myself some questions about the birds. One gentleman, in particular, wanted to know how long mine flew and I told him. Well one word led to another and then he informs me that he and his friends keep and fly the "real original Tiplers" and that it was plain to see that mine were crossed with Homers. Having said this, he walked off and left me standing there. This brief encounter really puzzled me. This is not the first time that I had heard of this type of thing happening, but it was the first time that it had ever concerned me personally. I really did not know what to say, but it did get me to thinking.

In the first place, I do not know of anyone that I have come in contact with in this hobby, who has crossed Racing Homers into their Tiplers. When I think of the sums of money that some of the fellows have shelled out to bring these birds to America, it would be very hard for me to believe that they would experiment with crosses. Further, I feel it is in very poor taste to go into a show or a loft and insinuate that an individuals' birds are tainted or inferior because they "look as though something was crossed into them", even though one knows nothing of the birds or fancier involved. This type of behavior suggests jealousy or an attempt to hide ones' ignorance. In any event it is not at all fair to the individuals concerned.

Tiplers, Tiplets, Canadians, etc. When is a Tippler not a Tiptet, but a Tiptet is a Tippler? This terminology has always confused me. Likewise the often used title "Canadian". What is a so called Canadian Tippler? A Tippler from Canada, you say. Well, OK, I'll buy that. Maybe a Tippler bred and raised in Canada, 'eh? That sounds like a good answer to me. However, the Tippler pigeon did not originate in Canada as writings of Robert Funk and John T. Curley will attest. In my humble opinion the term "Canadian" is an affectionate name hung on any print or chuck marked Tippler type pigeon by high flyer loving American fanciers. The beautiful marked Tiplers made famous by the dedicated Canadian flyers were English in origin and were said to be of Macclesfield type. Because this type and color pattern were so prevalent for so many years, it is easy to understand why many fanciers are reluctant to accept different types of Tiplers with different color markings.

I have heard several American versions of how the Tippler Pigeon came to be, but these accounts are speculative at best. As far back as 1893, knowledgeable English fanciers like Archibald Hepworth, could venture only un-educated guess. One thing does seem to mesh with all opinions. The Tippler's origins were in large part depen-

dent on the Tumbler. The rest is supposition. However, the Tumbler foundation would explain the nice dainty type and delicate markings. But a noted flyer of that historic period, Mr. George Smith of Nottingham, had this to say: "I might say that since the pure Congleton Tipplers got spread about England, they have been very much crossed with a stronger class of high and long flying birds. This has been done to gain strength, as pure Tipplers were not able to stand the wear and tear birds have to go through in all kinds of weather. This crossing improved their flying powers wonderfully". And Mr. A. Stephenson had this to say: "For fanciers residing in large manufacturing towns, I recommend the selection of dark varieties, such as bronzes, blacks, grizzles and dark mottles, as they are more suitable and much easier kept in a nice clean condition." I would remind the reader that these statements were made around the turn of the century. If you want to hang someone for making a cross or two I figure you're about a hundred years too late.

I further convincing is needed as to what a Tippler names' of modern time, Mr. Gordon Hughes of Derby, England. For many years he bred his own unique strain of Tipplers and some did come to the United States. In most cases Mr. Hughes' Tipplers were blue selfs. It would be hard to distinguish them from street pigeons unless you knew what they were, but for a goodly number of years these Tipplers have established themselves as some of the most famous in the World!

We live in a period of a steadily deteriorating environment and a declining quality of life. It is very unlikely that our children will know what it is like to own property and engage in such down to earth hobbies such as raising pigeons. Why, then, do we let petty controversy speed the end of such an enjoyable, educational hobby? The Flying Tippler hobby

(sport?) is the least controversial of the pigeon fancy; or, perhaps better to say, the least controversial of the flying breeds. The goals and expectations associated with these unique little birds are very clear cut. We look for excellence in true team performance; the tremendous output of energy in an aerial marathon without deviation from the rules. You and your team against the clock, and the elements. Yes, I said "team". For in no other segment of the fancy is the word as applicable as it is in this instance. If you like a big bundle of pigeons all well and good, but a large flock is not necessary to enjoy this hobby. In fact, success in this particular game, can only be gained from an intimate one on one relationship with the birds in the team, YOUR team.

Now all you have to picture is a small cozy loft with a few pairs of breeders, a dropper or two, and a minimum of at least three birds to make up your team. If your team of Tipplers are of good breeding, have been cared for and trained properly, and love their home, they will perform for you like no other bird can. Sitting in your loft and contemplating this one can take heart in knowing that the hobby has changed very little since those early days when the dedicated men of England and Wales sat in their lofts admiring their birds. A small comforting thought in an otherwise very unsettled world.

TIPPLERS

COMPLIMENTS OF THE SMITH FAMILY
(Jim, Sue, Jessica & Judy)



BREEDERS

FLYERS

EXHIBITORS

KENNEDY & KVIDERA LOVATTS
BURACZEWSKI HUGHES — LOVATT CROSS

RFD 1 Box 43

MEMBER F. T. A.

NORWICH, CT 06360

A SECOND HOLIDAY IN ENGLAND

By: S. Ogozalek

The thought of a second holiday in England or as we yanks call it — A vacation — never entered my mind as I was quite satisfied having spent ten days there in 1977. On one summer afternoon, I decided to telephone Jack Prescott of Sheffield, England (a good friend by now) just to say hello and so on and after the call, I informed my wife of the conversation. We talked and she suggested that we put some cash aside, make plans and go there. There was no need to ask twice! A letter was soon off to Jack telling him of our intended visit and his reply was that we would be most welcome. This time, I wrote letters to several Tippler fanciers asking if they would allow me to visit them. Fanciers such as Arthur Newton, John Rattledge, John Cullen and Roger Price all sent positive replies and of course, Jack would introduce me to the Sheffield fanciers. Well, the waiting time soon passed and our jumbo jet was touching down at Heathrow Airport in London and I wondered whose kit would be the winner as it was Long Day.

The following morning, we drove northeasterly to Boston in Lincolnshire to visit with John Rattledge and family. He was out in the front garden waiting for us and we were soon made welcome in their home. The two women got along easily enough and my little girl, Tracy, made friends quickly with their two children. John and I were soon in the back yard and watching his kit of Tipplers that had been flying for a number of hours already in a nice style. Sometime later a few Tipplers started looking to the loft and so John fetched his droppers and began to "work" them from the loft to his hand — back and forth they would go. This movement or "pull" is necessary to get the kit down and so the more active the droppers are, the better. His loft's aviary was quite large, about 8 feet square with a two door trapping system whereby he could have additional birds in the aviary assisting the other droppers. John took a position next to the loft/aviary on a raised platform and began throwing a few grains of trapping mixture, usually malted barley, to the kit already on the loft roof and soon had them trapped easily — they didn't seem to me that they were afraid of him. Inside his loft there were the single kit boxes and a few "Group kit" boxes in a section separate from the breeders. There were about five pairs of breeders in the other section, some of the Swansea Tipplers and some of the Hughes. Sleeping lightly that night, I heard noise that seemed to come from the hallway, it was John going to the loft to release another kit — looking at my wristwatch to see the time... 4 a.m.! This was John's backup kit and he wanted to see just how well they would do. After breakfast, we went out to the garden to watch the kit and have a "good chat" about our favorite subject — Flying Tipplers. John did me a favor by helping me to make contact with two of the Walsall fanciers, Tom Dilks and Paul Green. Our stay with the Rattledges was brief but well enjoyed, bidding them farewell we shook hands and thanked them for their generosity.

Driving on the winding roads, passing carefully through the "ring roads" (traffic circles) and all the while admiring the beautiful countryside we then arrived in Sheffield and the home of Jack and Irene Prescott. They welcomed us with open arms and a firm handshake. Their home became ours. Jack is a dedicated Roller fancier and flies the Competition Rollers or simply "Comps" but he also has a good understanding of Flying Tipplers having had them years ago. He has "rubbed elbows" with some of the best "Macc flyers" (Tippler fanciers have been called that for many years in Sheffield) such as: the late Sam

Billingham, George Marlow (former World Champion 19 hours 45 min.), the late Jack Heaton (former Young Bird record holder), and Ken Brown, a well respected name amongst Tippler men. Jack had made arrangements for a get together with some of the Sheffield fanciers at one of the local "pubs" and present were: Ken Brown, Peter Yates, Alan Bales, Tom Hughes and Bill Bishop. After a brief discussion, we walked to Ken Brown's allotment, where I put my camera to work. His "Maccs" were of a medium size with good bodies and nice feather, after my stay I learned that Ken's young Tipplers were disqualified after having flown 18 hours 9 minutes! He almost had the record! Shortly thereafter, we were off to see the loft and Tipplers of Peter Yates, whose kit had flown 17½ hours on Long Day. Standing away from the loft, we watched as he turned his lights on, released his droppers and got his kit down and trapped. Inside the loft there were some nice blacks and others, he had the individual kit boxes that the English fanciers consider a must for correct training and feeding of their contest kits. A general discussion followed and we were served tea and then called it a night.

The next day was taken up by touring the nearby castles and on to the old city of York. We walked through Sherwood Forest and took photographs by the Major Oak that famous tree where Robin Hood gathered with his men. We also visited Castleton in Derbyshire where the scenery is picturesque. During our stay with the Prescotts, the latter part of the day was spent down on the allotment watching Jack's kit of Comps' perform. Jack and I each scored the turns they made — full, three-quarter and half. Though a Tippler fancier, I thoroughly enjoyed each of those evenings. The stay with the Prescotts will be remembered for a long time and we are more than thankful for the sacrifice that Jack and Irene made to show us a good time. You couldn't meet better folks than them and we're proud to call them friends.

We had telephoned Roger Price to inform him that we would be knocking on his door in mid-afternoon to which he replied that we were expected. We arrived in Birmingham somewhat early and couldn't find our way to the home of Tom Dilks so shortly thereafter he came by with Paul Green and we then followed his lead. Once we arrived at his home and after some refreshments, we got quite deep into a conversation on the training of Tipplers with both men sharing the answers to my many questions. Stepping out to the garden, I saw another good size, well kept loft that had plenty of ventilation with the interior being clean and not overcrowded either. His droppers are housed in a four foot square compartment located outside the loft and just under the aviary. Tom released a few of his white droppers just to show me how they fought for each bit of barley that he tossed on the slates and then tossed a few more grains into the compartment and trapped the lot. He flies the Gordon Hughes strain of Tipplers, he had then released a kit and the three of us watched as the kit gained height and began to rake away from sight.

Paul Green lives only a few miles from Tom and so we were there in a matter of minutes. After being introduced to the wife and family, we entered his loft and I was shown and allowed to handle his kit of Lovatts that had flown 19:07 for him on Long Day. Very nice in the hand, they were. Good bodies with good covering on the wings and there was a variety of colors (amongst the other Tipplers in his loft). He had mentioned that his father was a friend of Wilf Lovatt and obtained many birds from him. Paul was the 1980 Novice Champion and the proud possessor of the Novice Trophy and what a trophy it is! One must hold it with both hands, its that large! All the names of former winners are on little name plates that are attached to it at the base. After

photographing the loft and the Tipplers, we again enjoyed some small talk, shook hands and again we were on our way, this time to Redditch, a suburb of Birmingham.

Roger and Ann Price opened their home to us. We had the run of the house, so to speak and it was just like home. Both ladies made easy conversation while Tracy made a new friend, Roger's Jack Russell terrier named "Drippin". Towards the evening, we called on his brother Mick who had a kit in the air for sometime and was keeping an eye on them. We went inside the loft and I was shown his birds that were of a medium size and in a variety of colors. With the twilight fading, he turned on the loft roof lights and released his droppers and worked them until the kit was down and in the loft. The following day, I entered Rog's loft and saw a kit of blue badge hens that he had put aside for next year. In another section of the loft were five pairs of his breeders some of which still had a few young in the nest. There were a few young Tipplers lost from the day before and so he had allowed a few of his droppers to remain outside with the hope that if they were in the area, the droppers would pull them down. After returning from a day of touring the countryside with the Price's, allow me to say that they took us to the very picturesque Cotswold villages. Rog and I noticed that a few youngsters had returned and this made him happy as he now had a chance to form a kit for the young bird contests.

Early Sunday morning, we set out on a loft touring spree with the first stop being at the home of Paul Bowden. His was a beautiful loft set up with a good size breeding loft, a separate loft for the kit birds and another for the droppers. Paul flies the Jack Boden Tipplers and has had success with them and also some disappointment being that his kit was disqualified at 20 hours and 41 minutes! Not that it matters... too much... but Paul is a good friend of Jack Boden!

Our next stop was at Jack Boden's home, yes, he's still the current champion whose kit has flown 20 hours and 40 minutes. He remembered me from my 1977 visit and again we shook hands. The group, which included Paul Bowden, Rog and Mick Price and myself, were invited inside for some tea. We entered into a discussion about Jack's Tipplers and were told that he had received his start from a Mr. Wakelum in 1949 and that there were about 30 birds in the lot. Since then, he has used two crosses into his strain, one from Arthur Newton of Leicester and the other from a Mr. Babington of Coventry. Stepping outside to the garden, we began to search the sky for a kit that he had released earlier. They were spotted flying at a good height and in a nice style. Inside the loft were Tipplers in grey, blue, red and yellow mottles and prints, you could say that they were the creme of the crop.

Shortly thereafter, we drove to the home of Tommy Higgs (who has since passed on) the secretary for the Birmingham Tippler Club. Most of the members were there and greeted me enthusiastically. We saw Tommy's birds, which are his own and go back many years, all were of a nice size and had good breeding behind them. All are saddened by his passing though he shall be remembered as a tough competitor with a record of accomplishments.

It was a short drive to the home of Alan Barker, another member of the Birmingham Tippler Club, and upon arriving there we were invited inside for tea and a chat. Alan is one of the top flyers in the B.T.C. and just by looking at his trophy case shows that he has been successful. Inside his loft are the usual single pens for the kit birds while outside there is a large aviary. His kit of Boden type Tipplers flew 18.40 on long day (1981) and let me mention that he is the current record holder for the Second Competition with a time of 17.41 set on April 27, 1980.

The home of Ed Plester was our final stop for the day and we were made welcome. Ed is still another fancier who flies the Bodens and whose kit flew 18.42 on this year's Long Day and 18.02 on May 24th in competition. He had two lofts that were well ventilated and with the kit boxes for each bird, both lofts weren't overcrowded either. Rog suggested that we keep this last one brief as it was getting late and so we said good-bye and were on our way. Arriving back at Rog's house later than we should have, he suggested that I throw my baseball cap in first just to see the reaction from the ladies and so we entered with the utmost caution. But it wasn't all that bad as we settled down with the TV on and chatted with the ladies from that point on and into the evening.

It was another early start for us the next morning after thanking the Prices for their hospitality. We asked that they drop in on us on their way to New Zealand in December, if it was at all possible.

Didn't have much trouble locating the home of the former World Record Holder with Old Birds (20.07)-Mr. Arthur Newton of Leicester. He was glad to see us and welcomed us into his home. We were shown all of his winning cups, including the World Record Cup and also some of his ribbons, one of which was given to my little daughter, Tracy, the wording on it reads, "Syston Fanciers Society—Best Comp. Tippler". Well, you guessed it, Arthur and Tracy became friends from that time on! Arthur then produced some photos from the last Annual General Meeting of the National Tippler Union that he attended, this yearly gathering of Flying Tippler fanics is enjoyed by all. Our conversation was enjoyable as Arthur is quite easy to talk to and it went on as we walked outside to the loft. His was a well built loft, spacious on the inside with row after row of kit boxes and it has a good sized aviary from which the Tipplers can see in most directions. Let me mention that the dividing partitions in the kit boxes can be removed to form group kit boxes for young birds. His breeders were all nice Tipplers of a medium size and in a variety of colors. He even offered some to me, but I was forced to say no, only because there wasn't any possibility of taking them back to the USA. Lunch was soon prepared by his wife and we sat and ate our fill of a delicious meal. I had wanted to spend more time talking about Tipplers with Arthur, but we had a long drive ahead of us and didn't want to arrive too late in Bristol, so good-byes were exchanged, hands shaken and the gearshift put into first and once again we were on our way.

Hours passed by while driving to Bristol on one of the "M" roads but it was pleasant as the scenery kept us looking. We arrived there all in one piece and were met by John Cullen, the National Tippler Union President, and we followed his lead to his home. It being too late to go visiting, we just sat in the living room and talked then I presented a copy of the Tippler Special to him. He went on to say that he got his start from that old and well respected Tippler flyer from Wales, by the name of Jos Davies. A great deal of training knowledge was imparted to John by Jos and with it John has flown kits many times in the 19 hour mark. His breeding stock consists of about 8 pairs in most colors while the breeding section is large enough to accommodate them. Just like all the other fanciers that I've visited, he had lights on the loft roof for getting those kits down in the dark.

John left for work early the next morning and so we drove to Abbey Ruins at Glastonbury, the place where the legendary King Arthur was said to have been buried. We enjoyed touring the local countryside and then returned in late afternoon to Bristol. After supper, John and I were off to visit with Mike Murphy, he is another flyer of the Bodens and has recently exported 5 pairs of Tipplers to Joe Closson of New

Jersey. In Mike's yard are two lofts, one for breeders and the other for flyers only. His kit of old birds flew 17.19 on the 24th of May this year, he was the South Section winner in the April 5th competition with a time of 15.24 (winning time was 16.07 by F. Allsop). We then called on Geoff Davies who flies the "Carnew Reds" that go back to the late Fred and Jack Carnew of Bristol — two top fanciers of years gone by. The Tipplers are reds, yellows, red mottles and the same in yellow and are of a medium size. We talked briefly and then drove to John Davies' (Geoff's brother) home and saw another nice loft with all the boxes, etc. and more of the Carnew Reds. There was some talk of training, style of flying, feed-ups while we watched John's kit flying in good style passing the loft and then raking out. Some photos were taken and then I was reminded that we still had to visit Les Curry that same evening and so we departed after shaking hands all around. We arrived there while there was still light and so was able to get a few photos of the loft exterior with John and Les posing in front. Stepping inside the loft, we were shown the "Curry Blues" (which go back to the well known - Gordon Hughes.) Les has done well with the Blues, his trophy case showed me how much success he's had! Most phases were covered in the three way conversation about Tipplers and then it was time to say good night and drive home. Arriving back at John's home, we went out to the loft to feed his Tipplers and since there was still a few frames remaining on the film in my camera, I photographed his kit boxes, breeders section and him. One thing that I noticed in his feed mixture for the breeders, was tic beans other than that, it was a good standard mix. John put the kettle on to boil and during that time the conversation turned to his late friend in the USA, Perc Hagan. They were friends and visited one another, there was the possibility that John might have moved to South Carolina but in the end decided against it. He had remembered just how well he had been treated there and said that he now truly misses Perc. With the tea cup emptied and the Tippler talk over, we shook hands and said goodbye than as John would be at work in the morning.

Now you might be under the impression that all we did was "loft hopping" for the entire two weeks in England, but that isn't true (my wife might say otherwise) as the next few days were spent touring London. A tour around the city in one of those double-decker buses was interesting as was seeing the Tower of London where all the jewels and crowns are closely guarded. The changing of the palace guard is interesting though it can be tiring if your child is watching from atop your shoulders!

Allow me to pass on some items of interest concerning Tipplers and their trainers, things that I've noticed while "on holiday" in England. If you don't already know, all of their kits are strictly trained to respond to droppers while most, if not all, are dark trained. That is, flying a kit into the dark then by turning on the lights that are stationed just above the loft roof and releasing the droppers, the kit is brought down to the loft and trapped. They consider single pens a must to ensure that their kit birds are eating what is placed before them and are kept quiet and celibate. Droppers are kept apart from the Tipplers and are kept "keen" (hungry) as so to work better when called to do so. Some fanciers put Glucose in the water, give each individual a brewer's yeast tablet, a pinch of flax seed twice a week, are flown in training on malted barley or wheat sometimes combining the two and are fed on small canary seed mixtures as a "feed-up" prior to a contest. There is also two other small ingredients involved and they are patience and perseverance. It's a game of dedication, observation, strict culling and a little bit of common sense all of which seem to piece the puzzle together. The British are capable of putting that puzzle

together and that is why they excel in the sport of Flying Tipplers.

At this time, I would like to extend my hand in gratitude and in friendship to all of those fanciers and their families that gave us their time, their food, their beds and warmth. Hope that it may be possible for each of them to come and visit with us where their kindness shall be repaid fully.

A BIT OF THANKS

By: Stan Ogozalek

Here again, this article brings us once more to Bill's Pet Shop in Hoboken, NJ. There was a time when I didn't have a rooftop to fly my Tipplers from and was boarding them in a pigeon exchange in Brooklyn, NY. The late Bill Tyrell, who owned Bill's Pet Shop, knew of my situation then and so, kept it in mind. One evening, I arrived at Bill's and took little notice of the couple that was sitting just opposite the pigeon cages and deciding as to what they were going to buy. Bill had been talking to them and subtly let on about my not having a location. I was introduced to Maria and Jimmy Frey and we seemed to "hit it off" very well. They offered me the use of their rooftop, which I readily accepted and shortly thereafter I was "in business". (Many thanks to Bill Tyrell).

It turned out to be a damn good location with visibility in all directions and it was only 1½ blocks from Bill's. Maria and Jimmy were new into pigeons and kept a 'mixed stock' in a poorly designed loft. Through, 'subtle persuasion', I convinced Jim to build anew, give up the 'mixed stock' and start with Flying Tipplers. This, he did. Although, he never entered his Tipplers in flying contests, he was always more than happy to see me do well.

Amongst the stock Tipplers that Jim kept was a blue cock that was minus a band. It was one of those birds that we couldn't trace its strain name. It was mated to a dark checker hen and from them came ash-reds or mealys! We continued with that mating and produced some fair Tipplers and flew well for Jim. They were flown 'natural' (without dropper training) and did any where from 5 hours and up which was OK by Jim as he was more of a pleasure flyer than a competitor.

In the six years or so that I flew my Tipplers from 118 Garden Street, their kindness and hospitality knew no bounds and the friendship was strong and true. I'm happy to say that it continues to this day. When I look back at those years, I just can't imagine what I would have done without those two good friends.

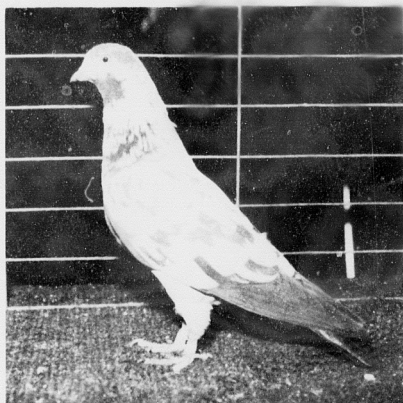
Jim and Maria have since relocated to Harrison, NJ and still maintain a small stock of Tipplers. We're still very much in communication with them, I don't see how it could be otherwise — I owe them a lot!

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'F. E. GEORGE'

By: Stan Ogozalek

Some years ago, in the early 1970's, there was a pigeon exchange in Hoboken, NJ that was called 'Bill's Pet Shop'. Being that it wasn't far from where I lived in Jersey City at that time, I spent many a free evening there meeting and getting to know many of the local fanciers that dropped in from time to time. Amongst the many that I came across, there was one that stood apart from the others, in my opinion, and his name is George Verducci.

One thing about George was that he was neat in appearance and almost never without his fedora and a good cigar, which seemed to be his trademark. Whenever we met at Bill's, a lively discussion usually followed about the way pigeons were kept and flown in and around Hoboken and if we were not talking with Bill or some other fancier, we were discussing the 'possibilities' of the various pigeons in the cages. A favorite type of George's was the 'Isabella' or cream bar Tumbler, some of which he kept along with the rest of his stock. George was, and still is, one for a joke and he told some that would split your sides, but what I especially enjoyed was the way that he would imitate an English accent, nothing derogatory, and only in good fun. George would get a chuckle from me when he did the imitation about the English Tippler fancier and that 'act' of his never went stale.

George has kept pigeons 'off and on' for a good many years, not that he was an expert, but he could relate pigeon stories and bits of good information. One bit of info that lodged itself with me was that a fancier should go about his

business in the loft in a calm manner and without any hasty moves as this could be noticed by the pigeons. He said that a nervous person can transmit his nervousness to the pigeons thus losing a certain amount of control over them. He had a few 'old remedies' that he spoke of with the utmost enthusiasm, one of them being the 'garlic water treatment' that helped rid his stock of worms, etc. The second one was the 'rusty spike' in the water container (nowadays there are more convenient ways of giving your birds a dose of iron) as a source of iron and he swore by it. I would think that he had a few more up his sleeve, though I can't recall any others.

At the northernmost end of Washington Street, in Hoboken, he lived in a top floor apartment and on such buildings there are attached fire escapes. Normally, tenants aren't allowed to keep pigeons in apartment buildings, but he managed to 'convince' somebody somehow. His was what we term a small operation, it being about 2 ft. high by 3 ft. long by 2 ft. wide and that was divided into two sections, an upper and a lower. With the amount of birds he kept in both sections, it was an S.R.O. situation (standing room only!) yet they fared well enough as George always had his eye on them. He occasionally bred a few pairs in small crates which he kept indoors. You're probably wondering as to just where he put this 'small operation' of his? Well, you guessed it right! It was located just outside his kitchen window on the fire escape! Needless to tell you by now what the letters 'F.E.' stand for — Fire Escape! Sure enough, he became known amongst the fanciers as 'Fire Escape George'.

George enjoyed flying his stock and during the work-week he had to release them when he returned home and so many times the stock flew up to and into the dark. His area had some illumination from the street lamps and surrounding area so his stock grew accustomed to this and they would drop onto the roofledge and down to the fire escape

and into the coop. On the week-ends, he flew them during the daylight hours and continued on in this manner for quite a while. Surely, you'll agree that his was almost a unique situation with the coop on the fire escape and flying them in the dark and I haven't come across anything that even comes close to it. But this is what he endured and made the most of it (others probably wouldn't even consider it) and enjoyed it.

During this time I had been flying my Tipplers from a rooftop that was located at the opposite end of Hoboken and it belonged to a friend, Jim Frey. I did some good flying from that rooftop for about 6 years and then was able to buy my own home in Hazlet, NJ. I still managed to see and talk with 'F.E. George' at a new pigeon exchange in Weehawken, NJ on Sunday mornings. I learned that his small operation had grown and was moved onto the rooftop, a new coop was built it being about 6 feet square. Along with the added space in the new coop came more pigeons, some Tipplers amongst them, and altogether they made a nice 'bundle' in the air. But then, the local thieves had 'caught on' to George's operation and paid him some 'unscheduled visits' usually under the cover of darkness. This, of course, dampened his enthusiasm but didn't extinguish it completely so he fortified the coop and continued, some of the pigeons returned to him after a while.

Then came a gap in our communication and I didn't see him nor hear of him for a couple of years. Just recently and at the spur of the moment, I decided to telephone him. When he answered, he knew who it was immediately and it was a pleasure for the both of us to go over old times. In the conversation, he mentioned a bit of ill health and that he had relocated and had birds once again. I could tell that his spirits were high now that he's retired and has a stock to work with and spend endless hours up there on 'Tar Beach' keeping a watchful eye on the birds. This new location is more secure and so he has some peace of mind.

I'm certain, he and I will have to meet again and discuss the many evenings spent at Bill's. Who knows, maybe he'll do his imitation again and the both of us will have a good laugh.

Unfortunately, I never managed to get a photo of his 'operation' so you will just have to resort to your imagination as to how it looked. It's too bad that we're miles apart because fanciers like 'F.E. George' are one in a million.

MEMORIES

By: Jack Prescott

Between 1950 and 1958, I kept Tipplers in my own small back garden. I was not supposed to keep them, but I kept only a half dozen at most and kept the operation very quiet. I started off with one kit of three young hens and these I flew regularly for thirteen months. I thought that they were doing very well — raking to the south but coming into view regularly enough at 30 minute intervals on average. The blow came when, after one exercise, I discovered clay on their feet and my face slowly blanched as I realized that they had been "down". This was a shock because I never suspected and would have been greatly upset and angry, had anyone suggested it.

After investigation, I soon found out how they were dropping and why they were never away for too long so as to arouse suspicion.

A half mile from here, behind the houses at the top of

the hill, were some very large fields. Most of them being school playing fields and some awaiting development.

This kit of hens were dropping in these fields of closely cut grass and remaining there. They would have remained there for at least two hours, but I soon found out why they were never away from sight for more than the prescribed time.

The entire area was open to the public and people would come to exercise their dogs. It turned out that on the average one man and his dog would appear every half hour. It was the dogs that were putting the hens up at the prescribed intervals.

I would never have known, but the school wanted to build something in the fields and of course the excavations revealed the clay and then it rained. After these investigations, of course, I killed the hens and obtained 2 pairs from Ken Brown (of Sheffield) at five shillings each. (I was making about 6 shillings an hour at the time.) That was the best L. (English Pouter) that I ever spent. All four were small and cobby, one Black cock and the rest were Blues. One hen was a little smokey blue and these four pigeons and/or their young ones, gave me the rest of my time here in pleasure. I've flown them off the nest when feeding youngsters and seen twelve hours flying. I've seen them high over the city centre when I've been there during exercise. I've seen them when I've been on my way home from work as my daughter would put them out for me at mid-day when she came in from school. I've traced them by motor bike and watched them rake 15 miles to Lindrick and then return. Ever watchful, I was looking for clay. I never had any cause for alarm though, but many, many hours of pleasure.

Then, someone saw fitting to report me to the housing authority and I was told to get rid of these birds or vacate the house.

"Friends" who had promised help, suddenly found excuses not to help. Arguments ensued and I flew into a rage and killed the pigeons and smashed up the little loft.

Something died in me that bloody day. "Those days of joy are gone forever. The time has passed and I have never loved life less".

COMMENTS FROM Mr. D. A. Fellows of Dudley/England

I've now dark trained 2 kits of 4 Tipplers each, mixed 3 cocks and 1 hen. The birds are flying 6 hours including 1½ hours in the dark. At the present time, 6 hours training time is plenty once the birds are settled to lights and flying in the dark as a kit.

My shed is about 12 feet by 12 feet with a 5 foot aviary on the side so I can watch my birds through the patio window. The trap is on the front with a training box included. The purpose of this is that my wife can liberate the birds at a set time if I'm not there. I've got 4 lights on the shed, simple but effective. My flying boxes are in the front with a section underneath the full length of the flying boxes.

My breeding section is at the back, all my birds are under one roof. Flapper box is opposite 6 foot 6 inches long and 3 feet high about 5 feet off the floor and opposite trap. It is parted in the middle, so I've 6 droppers either side. On the top of the shed is an elevated roof so my birds come to the trap and I can see them from my flapper box. The shed is 2 feet 6 inches off the ground as my dog and cat can get under to shift any mice, etc.

At any one time, I'm only keeping seven pairs of stock

birds. I'm trying to get 3/4 Gordon Hughes, 1/4 Jack Boden to control them as these are a hard bird to fly. But it is a challenge and nice to see another strain flying against the Bodens and Boden Flyers, it creates "atmosphere" on fly days.

I'm including our "Black Country Bugle" with our club featured in one of its' articles. I've done all the story and groundwork myself in liason with the camera man.

I was at Tom Dilks' loft the other day. He has really thinned his birds down to 3 pairs and a few flyers. Tom has helped me a lot during these last few months and now it is coming together for me. I'm hoping to have a good "go" at the "Bid Un" that's the Novice Cup — the one to win! You only get one chance at it!

Ken Potts has got his birds to dark and pleased up to yet. Ken also has good advice to offer and is very well respected in the sport.

This season, I'm not pairing up until February 13th, as the weather will be more settled and warmer. This system of Tom Dilks' is Bombproof providing you follow the instructions and keep at it day after day, week by week. I'm really enjoying my birds now that they're in the dark. Stan thank you for the breeding sheet of Gordon Hughes. I'm hoping to meet him this year when I go to Alan Wooleys with Tom Dilks. Hope that you'll be happy with the material I've sent you. It's a big thing for us at the DUDLEY INVITATION TIPPLER CLUB to get into your *Pigeon Review* Tippler Special for May 1983. Our lads are looking forward to it being published and getting one or two copies.

Here's to the best 1983 flying Stan.

MEMORIES

By: Ken Brown

On Whit Monday, 1948, after one of the hardest winters in living memory, the wife, daughter Pamela and I went up to Myrtle Springs with the view of joining the Gleadless Flying Tippler Club. Mr. Finlay was the secretary so we called at his home only to find that he and Mr. Heaton were in contest. My wife and Mrs. Heaton were friends from school days and soon Mrs. Finlay, Mrs. Heaton and the wife were talking away and our Pamela and young Pauline Heaton were getting on just fine.

This left me to find Mr. Heaton, who I knew. I went on to the field where I met Mr. Tommy Finlay, Mr. Sammy Billingham and Mr. Eric Horner. Mr. Finlay was flying three hens, two blues and a red and they were going in nice style flying on a south west wind over Buck Woods. It was 8:30 p.m. when I joined them so I thought it won't be long before I see these two fanciers drop their birds. I then asked Jack, who was flying his kit from the back garden, what colors he was flying. He told me two blacks and a black white flight, all cocks. Then surprise, surprise. When I asked Jack what time he would be dropping his kit, he told me he was going for 18 hours, that meant dropping his kit at 10:30 p.m. Well, I had no sooner got over the shock of this news when I thought I would ask Mr. Finlay what time he would be dropping his hens. He told me he was going for 19 hours, that meant me waiting until 11:30 p.m. It was a nice night but cool and the moon was beginning to rise. I told myself there was no way I was not going to see them finish off this fly, so I did the right thing. I went and told the wife what was going on and she told me not to worry as we could always get the 12 o'clock bus from Gleadless, or else walk.

I went back to the allotments. Jack said he was going

with Mr. Horner to drop his kit at 18 hours, did I want to see them come, I said yes. Well, at 10:30 p.m. Jack put on his electric light on the pen and within five minutes one of the blacks came to the pen. The other black flew onto the pebble dashing on the back of Jack's house and then came across to the pen. Jack told Eric and I that it was a late bred and that was his danger bird now in the pen. Jack's other bird was a black white flight, three years old and had been trained to dark. Seemed no way he would have any trouble with this bird. The moon by now was full out and Jack, Eric and I scanned the sky, full of excitement, but I am sorry to say that it was all in vain. 11:30 p.m. came and no sign of the black white flight. Jack thanked us for our help and then we went over the road to see Mr. Finlay dropping his hens. He did not use any lights and just called to his hens which were flying tree high around the Myrtle Springs, but did not seem to be making a try to land. Eric then told Mr. Finlay that he would not drop his kit. Mr. Finlay asked him why he said that, Mr. Horner replied that in training Mr. Finlay always wore a red beret but now he stood on top of the ladder with his bald head shining in the moonlight. Tom could see Eric was right and sent his Daughter Pat home for the old beret. She ran both ways. Mr. Finlay put the beret on and within 10 minutes all three hens were within the pen.

Mr. Billingham was delighted after refereeing these hens all day. Mr. Horner and I shook Tommy by the hand. I, myself, gained a lot of tips that night for if it had not been for Mr. Horner being a good observer, Mr. Finlay could have missed his kit.

The wife, daughter and I missed the last bus but it was all worth while. Mr. Finlay found out later that he had broke two records. First record was that he was the first man to fly over 19 hours at Whisuntide and the second record was that Mr. Finlay was the first flyer to fly 19 hours after the war. So you see, I saw a lot happen that moonlit night. After that I was bitten by the Tippler bug and I am just as keen today. Health is the only thing that will stop me carrying on flying.

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TIPPLERS IN WALES

By: James F. Smith
Norwich, Conn.

In December of 1975 the Tippler fanciers of Wales struck out on their own and formed the National Tippler Union of Wales. Tippler news from that part of the World can, at times, be hard to come by. However, thanks to the efforts of John Richards, Tom Sheppard, and, at this point in time, Colin Buxton, we are able to maintain modest lines of communication.

When we first made contact with Colin Buxton he was living in the Grenfell Park section of Swansea. He and his fellow club members were fighting a losing battle with the dreaded Falcon; to the point that the great bird of prey almost completely put the Grenfell Park Club out of business. Colin has since moved to Brynhyfryd (another part of Swansea) and has sent these notes to be included in our Special. So now I give you Mr. F.C. (Colin) Buxton:

Dear Jim,

Thank you for your letter. Well I am in fine health. I have been very busy with breeding dandy youngsters this year; first lot out by 2 January. So I've got 15 to settle, this being my first round. Also, a new baby Boy (congratulations Colin!!!!JFS) We now have one girl and two boys.

The weather has been very mild this year. It was the warmest February in 74 years, so the newspapers say.

If you want to make your own strain of Tipplers take 4 hens and 4 cocks and start to breed with them. Cross the youngsters in and out with each pair. It will take at least 3-4 years to get the strain of your own. Do not put a new cock bird into the pen with your strain. Keep all of yours on their own.

Jim, you ask about John Richards, I can walk to his house in 3-4 minutes. He is just up the road. He now keeps Racing Pigeons.

I now have 6 old birds for this year's flying. They are being trained to dark now. I hope they fly well for me. They were good as young birds last year (15 hours) so I hope they do the same for me this season. I have lost 5 to the 'Hawk' so far this year. It is not as bad as last year. I was 10 down by this time last season.

I will offer a bit of writing from my late Father, F.L. Buxton. I regret that part of his notes are missing, but I will pass them on to you if they will be of help. Also a 1920-29 feed he used in by-gone years.

Mr. F.L. Buxton:

Some fanciers say that the Tippler Pigeon is a distinct breed of itself. I myself am inclined to think it is not a distinct breed as you will notice by it having a great variety of colors. The print and mottled birds being the scarcest and dearest.

It is said that they are from an Almond Tipper and a Bald Pate. I have bred from the above pair of birds and they have turned out to my entire satisfaction. I have also bred from the Cumulet or Antwerp; a pigeon with a long face, color white with red underneath and a white beak. These birds are very scarce and dear and cannot be bought very easily on account of their value which lies in their great flying powers. They will wander away for miles and mount way up in the sky.

A very good Tippler should fly slow and steady and show no signs of tumbling. There are plenty of good birds that tumble. Others will occasionally tumble. When this is the case they chiefly fly low and want feeding on barley and

bread for a whole week or more and you will soon see that it will not be long before they discontinue their tumbling.

OLD BIRD FEED 1920-1929: 1 week barley. Day 1, small tick beans in the A.M. & P.M., Rue tea to drink. Day 2, A.M. & P.M. dried English wheat and canary seed. Day 3, A.M. dried tares and red summer rape, P.M. hemp seed and canary seed. Day 4, A.M. & P.M. oat cake that has been dried in the cupboard till hard then steep in sherry wine and dry gradually in cupboard. Day 5, A.M. dried groats. P.M. red summer rape. Day 6, A.M. dried tares and large sago (????) P.M. hemp seed, rice. Day 7, 1 hour before contest fly, little drop of gin in one pint of water and let all birds frink and give rue bread (????) and canary seed.

Never dry the ingredients that have been mentioned and which have been soaked in spirits in the oven, but dry them gradually in the cupboard near the fire. When they are dried in the oven part of the strength is lost by steaming of it. In all cases I recommend the birds to be kept in darkness the last two days before the fly and they should derive a great benefit from this. F.L. Buxton.

The next feed is given to us by Colin himself. He gave this build up to his young birds last season and flew 15 hours, 30 min. One week of barley, wheat and tares. Tues., hemp, canary, 10 peas, Red Band. Wed., mix canary, tares, rape seed. Thur., one each (teaspoon ?) of canary, tares, peas, mix canary. Fri., hemp, niger, peas, tares. Sat., hemp, mix seed, crushed maize if wind is on, or with a good wind give Red Band at all times. Sat., clean water to drink.

NOTE: To the best that I know, the Welsh fliers train their birds every other day for 5 to 10 hours. The last training fly is Wednesday with the feed up going into the week-end. Unless otherwise noted fresh water is given every night. I do not know about the relationship of grit in the feed up. Red Band is, I believe, a brand name of mixed seed blend. J.F.S.

Colin still flies some of his late Father's strain of Tipplers namely Spec Black, Self Cumulet, and Brown Barlow. These birds come in red, blue, yellow and black, mostly badge marked which seems to be very popular all across the British Isles. It is my understanding that these birds do not fly real high and apparently, this is preferred.

I wish to thank you Colin, for sharing these notes with us. Also, on behalf of my fellow fanciers and myself, we very much appreciate your good wishes and encouragement. All the best to you, your Family, and the Tippler fliers of Wales.

ALTITUDE SIGHTINGS CLARIFIED

By: Tony Schepige

For those of you still not too familiar with the metric system, I've converted it to approximate footage.

All sightings were observed from the ground on a reasonably clear day with the birds liberated from a small plane with an official size kit (3 to 7) birds of various markings with both light and dark plumages.

At 300 meters (1,000 feet) pigeons the size of Tipplers appeared as sparrows.

At 500 to 600 meters (1,500 to 2,000 feet) the same birds would look like pin points and be rather difficult to locate.

Beyond 600 meters (2,000 feet) most observers would be unable to locate them.

Of course there will always be contrary opinions on Contest days so be prepared with the photo's with dots on them as your proof of sightings. I'm sure some old timers in the sport can spot their birds at twice this height, though it would be impossible for the time to do so even with binoculars.

Why? Your guess is as good as mine. Adio's and happy sightings.

EXCERPTS FROM A LETTER TO BOB PRISCO

By George Matthews

First let me explain to you about the Flying Tipplers here. All of top flying men in this country have at sometime or other exchanged or sold their birds to one another. I know this to be true because I know them all to speak to or have a chat at our N.T.U. meetings. The only pure strains here are: Gordon Hughes' little blue flyers and the badges of the late Sam Westacot, which most fanciers have a few of. Also, the late Jack Carnew strain from Bristol. I, myself, have the Sam Billingham strain and the Lincoln Crazy flying prints.

The Sam Billingham strain are worth their weight in gold. I never sell any because I would rather be the only one in this country that can breed them pure. The main colours are black, blue, red, yellow and the occasional silver. I obtained these birds from the late Jack Hathaway, who was Secretary of the N.T.U. years ago, all he ever flew was the Billingham strain.

As young birds, they must be let out in the aviary when they can take food themselves, long before they can fly, if you wait as many fanciers do, until they are eight weeks old, then you will lose them unless you have quite a few other birds out to keep them local.

One good thing about them is the fact that broken to the district, they will return over the loft approximately one every three quarters of an hour, which is just right for the referee to take the time and mark it on the back of the time sheet, as our rules in competition state — referee must see birds once every hour or be disqualified.

I turn my birds out to fly 10-12 hours just on Barley, Wheat and a pinch of Finch mixture 3 hours before liberating.

The main things are 3 or 4 white droppers, (white fan-tails are too docile) a good dropper must work on his own or by word of command. They work by word of command, each bird takes his turn to fly to Mr. Bateman's hand. He flies the Jack Carnew strain.

Only liberate your birds 3 times per week in training, always keep them in semi-darkness until fly day.

Fresh water on day of fly, Parrish's chemical food in water after every feed or iron sulphate. Remember, only one desert spoon full of seeds per bird per feed (not teaspoon or tablespoon).

You train them on Barley and Wheat and Rice for the 1st training fly. 2nd fly, barley, hemp, peas. 3rd fly, peas, groats, hemp, canary seed. On competition day, if liberation is 4 a.m. feed at 12:00 midnight on tares, milo, canary seed and niger seed or alternate feed of peas, groats, linseed, and rape seed. If liberation is at 7:00 a.m. feed at 3:30 a.m. or 4:00 a.m.

Remember carrot seed is the top protein seed, but very dear to buy, a pinch is all you need. Study your kit, if one bird has to fight hard to keep up with the kit, he needs a little more energy so give him a little extra grains of high protein seed also the bird that comes down first every time droppers are put out.

Also remember, competition birds must not come in contact with other birds, but must have a separate flight and single penned in their own loft. This is a must for complete success. They must only see the rest of the kit while in the air and droppers when being fed as young birds they must learn to associate droppers with feeding time.

It is no good giving birds high protein a week before fly

as the birds will burn up and get tired out too quick. The feed must be built up at least one week before competition day, each day a little more protein.

In Bristol, we have over 50 fanciers that have flown 19 hours or over in the past. It is only a very few that have done this two or three times.

Some of my Light Print Flying Tipplers went to Bill Pensom when he was alive. My friend, Bill Barrett, took them over when he judged the Rollers at the Los Angeles County Show in 1966.

THE VAGUE RULES

By: Tony Schepige

Being a member of the AMERICAN TIPPLER UNION INC. from the inception, I have indulged in many discussions (arguments) pertaining to our very stringent fly rules and it seems that every individual has his own different interpretation of the various regulations, causing much animosity among the membership, even to the extent of causing charter members to drop out or stop participating in flying competition and that's what this club is all about, though these men are replaced, the cycle continues to repeat itself destroying and hampering the very thing the club was incorporated to do (promotion and advancement of the Flying Tippler).

I would like to sight an example of a very recent incident. Rule 4-C any nuisance belonging to the premises must not be allowed in the yard during a race. Nuisance (Webster's) Harmful, offensive or annoying, a troublesome person, a pest, an inconvenience.

Now, what I'm trying to bring out here is that the very work nuisance is in the eyes of the beholder. On a recent fly a member other than the flyers timer, dropped in casually for a friendly visit during a fly contest and observed what he construed as a nuisance and performed his obligation by letting the men know of his feeling (the men removed the nuisance very reluctantly and so stated that this was customary to their way of flying) each man feeling he was correct.

When the details of this incident are brought before our Board of Directors to determine if the fly is valid, there has to be strong resentment on both sides, regardless of the outcome. If the fly is upheld the member who reported the infraction of rules will feel our stringent rules are being ignored by some and thus losing faith in our system, not to mention a few good friends, on the other hand if the fly is rejected, the flyer will feel he was discriminated against because what to him was a usual and normal procedure when flying his birds competitively was now considered a disqualification.

In conclusion as long as there are rules and regulations let's all do our part in understanding them fully and agreeably before attempting any competition, thus avoiding a lot of heart ache later.

Hoping both parties resolve their differences with mutual understanding and satisfaction at our next meeting, I remain flying my birds for sheer enjoyment and friendship.

To all truant A.T.U. members: Let's all make an honest effort to attend meetings and discuss our news and views.

FROM ROLLERS TO TIPPLERS

By: Al Lukez

I am not a writer, but I would like to contribute something to the pigeon fanciers.

A little history on how I started with birds. I got married in 1968 with a Polish girl, we live with my wife's parents. It happened in the Spring of 1969, my father-in-law brought some birds home, I don't know from who or where. To me, they looked funny in shape. Soon after, I found out that they were crossed Roller/Homer. Right away, I made some temporary nest boxes and bred them. Later, I started to buy all kinds of fancy birds, but with all this I wasn't too happy. A couple of houses from mine, there was an older man who raised Rollers. From him I bought a couple pairs of breeders and some young birds, but they only flew about an hour for me. In the same year, I became a member of the Cleveland Roller Club. There I met the Roller members and especially Al Frank, who had some of the best Rollers in the Cleveland area. I believe that he was an FTA member in 1979, besides Rollers he kept Tipplers. In 1970, Al started megoing with some better Rollers, I asked him how much he charged, he told me, "I never sold a bird in my life". Al Frank was one of the finest pigeon men around and a very good friend. Thank you very much Albert! Al Frank passed away in 1980.

Now I started competing with the rest of the members and I was quite pleased with the birds. At this time, they were the best birds around for me. The best time flown was 8½ hours with five birds.

I had a hard time making the birds fly and I lost many, about 75% of the youngsters. To make the birds fly eight hours, you have to spend a lot of time with them and push them. First of all, I don't believe they were pure bred Rollers. I'm pretty sure there was some Tipplers in them. Eighty five percent of the birds didn't roll and if they rolled, we gave them away. Everybody in the Cleveland Roller Club had the same type of birds.

In 1979, I met Wayne Tomsic, who was also a Roller Club member for one year. I asked him about his birds, he told me he had Tipplers. At first, I didn't pay much attention but after seeing him a few more times, I asked him to come and see my birds. I started talking about my birds but I could see that he wasn't too interested. One day I went over to his place and he showed me his Tipplers. He started telling me about the history and of the different strains and brought out some books and flying records. He told me about his Lovattas and about Mr. Wilf Lovatt, which the strain was named after. That Mr. Lovatt flew his birds for 20 hours in England. It was hard for me to believe this. With all the talking and everything else, I started to think about this. Then Wayne sold me two pairs of birds and told me if I wasn't happy with them, he'd give me my money back. So here I am starting with two pairs of Lovatts from Wayne. In 1980, I became a member of the F.T.A. Later I started asking Wayne for more birds, but he didn't have any. Through Wayne, I got two pairs of Tipplers from Stan Ogozaiak and the cost was only for shipping. Thank you, Stan. I bred a few youngsters and Wayne explained to me how to feed and train them. When he told me to feed them barley and wheat, it was impossible for me to believe. Wayne told me that on this food a good Tippler on a good day can fly for eight hours. I asked him how can this be that a Roller couldn't fly 2 hours on this food. Well, I started doing what Wayne told me and I found out that he was right. With less work and cheaper feed, I flew these birds the first year better than I flew the rollers in ten years. So I found out that all the time spent with the rollers was wasted and that was the end of the rollers.

Later, I got some more birds from Wayne, he even sold me some birds from Dick Seabridge. So I have about 8 pairs of Tippler breeders. Now I thought that I was going to have a great year with flying but I was wrong. I lost a lot of youngsters and was disqualified a few times.

In July 1981, my family and I went to Toronto, Canada to see my good friend Oskar Zovic. Oskar took me around and I met a lot of Tippler guys in the Toronto area. We went to Helmut Lemke's house and were welcomed quite nicely. Helmut threw out three youngsters and they went up real nice. Then we went into his loft and his birds looked a little different than my own. He asked me if I wanted any and gave me a blue cock, FTA-76-1406 and a young hen which died sometime later. Thank you, Helmut. Before I went back to the States, Oskar loaded up a crate with Honnie Adams strain of young and old Tipplers. I don't know how to thank Oskar. Thanks to Oskar and his wife for welcoming me and my family.

From the cock I got from Helmut, I bred off him the best three hens that I have. Check in spring old bird FTA contests results to see. I went back to Toronto in 1982 with Wayne Tomsic. I brought back a son from the first cock that Helmut gave me. Then again, Oskar gave me some more birds. These birds work very well for me and are easy to train and fly good.

AS you see throughout the letter, I have quite a few strains of Tipplers but only one strain of youngsters that I bred from them.

Again thanks to all the guys who helped me with the birds.

A few more words, the right training and conditioning and the right kind of Tipplers should fly well.

Good luck in 1983 and keep 'em flying!

OBSERVATION

By: Richard Seabridge
Lawrenceville, NJ

The two great factors which determine success or failure in the life of a racing pigeon or high flying Tippler, are heredity and environment. When visiting a loft it is easy to see where the master's mind has been. Some fanciers do not work hard enough amongst their birds and do not seem to take that intelligent interest in them all year around. Many successful fanciers cannot maintain a family of winning birds for more than a few years; they deteriorate in their hands. They then try another family of birds and for a time success may follow again, but they never seem able to perpetuate a family of birds. There is an old saying that like produces like, but as is the case with all generalisations this is only true to a limited extent. Certainly, for instance, rabbits always breed rabbits and dogs always breed dogs, but a good rabbit does not always produce one of corresponding merit and a good dog does not always produce a satisfactory specimen of its' breed.

I have no secrets that I can call my own, nor can I describe some revolutionary system of management. On the contrary, many other fanciers have also recognized and put the same things first. All successful fanciers recognize the importance of breeding. As success in breeding is the for runner to success in long high flying and racing, without the first, the second cannot follow. Most fanciers stress the importance of good stock birds, but not so many indicate that they work to a definite plan to ensure that they have always reliable producers in the loft. In fact, in many cases it

comes about as an accidental discovery, instead of confining themselves to the limit of one strain and one family, they add to their problems by attempting a variety of crosses and at the same time are not sufficiently selective. The only proof we can have that a pigeon is a valuable stock bird is the fact that it has already produced first class offsprings. The breeding aspect of the sport should afford a keen fascination. The aim is to try to ensure that there are always birds producing what is required for racing or long high flying and bird's merit as a breeder is judged by the performance of its progeny and not by what it ought theoretically to produce because of its illustrious parentage, or because of its own achievements as a racer or high flyer. The emphasis is always on the best and those that fall short of a very high standard are eliminated. A strain to my mind, is a family all descendants of one individual pigeon. Success depends upon the individual's potency of reproducing its' like, though it is not possessed by every individual. Unless the quality is present, that bird will be a failure as a stock bird. This course is to be pursued relentlessly, to avoid deterioration and to ensure that all the important qualities seen and particularly unseen, that go to make a champion are transmitted and the standard raised by 1/2 the elimination of undesirable traits. Strain, as many previous writers in the sport agree, is the guarantee of a sound base on which to build, but that strain to me must be built from the individual, and the family of birds built around that strain.

And now we come to the problem of environment and by this term is meant the condition influencing the development, growth and existence of our feathered friends. In other words it means the circumstances and surroundings under which a pigeon must live and these circumstances obviously may be either favorably or unfavorably and this is entirely in his OWN HANDS. Amongst these favorable conditions, I may mention a well built, well lighted loft with ample accommodations and to spare for the number of birds kept, efficient ventilation, cleanliness, sound food, clean water, regular exercise and so forth, and if I were asked which I considered the most important of all favorable conditions, I should say without hesitation an abundant supply of pure fresh air.

These are some of the conditions on over forty-six years in the fancy, starting with Homers, Show Tipplers, and Rollers, in that order. All were short lived, until 1977 that is. In the Spring of '77, I met a very dedicated fancier, and a great inspiration to me, Mrs. Carol Kell, with respect to her husband, Archie, who gave up the fancy a number of years ago.

ONE MAN'S BAD LUCK

By: Jim Campisano
Franklin, MA

My fascination with pigeons started with Homers, Show Tipplers and Rollers, in that order. All were short lived, until 1977 that is.

In the Spring of '77, I met a very dedicated fancier, and a great inspiration to me, Mrs. Carol Kell, with respect to her husband, Archie, who gave up the fancy a number of years ago.

back. Carol introduced me to the Bela Kiss strain of Macclesfield Tipplers. I have since been fortunate enough to meet and talk with Bela on a few occasions, although not enough. I plan to visit Bela's loft on Cape Cod, this summer. As I sit here writing, my pen could go on about Bela Kiss, a real gentleman and a man who knows and loves his birds. But back to my story.

So why do I title my article, "One Man's Back Luck"? Well, I am not a competitive flyer and keep my birds mainly as pets. Although I cull heavily, I find this the hardest part of my hobby. I fly my birds almost continually and do not push for big times. When they are ready to come down, they get no argument from me. I only keep twenty birds and these were the result of four years continuous culling. At this point, we had developed a great respect for each other. When I let my birds out, which is usually every other day, I open my loft at dawn and close up at dusk. Almost years have passed without incident, to break my regular routine, until one Friday night that is.

I worked late and failed to call home. The open passage way in my loft had certainly crossed my mind. I said to myself, the birds will be fine until I get home. The opening my birds use is only a four by six square opening. I arrived home about one a.m. the following morning and went directly in the house, I hit my bed exhausted. When I woke, being Saturday, I had breakfast with my wife and planned my day off. My first chore after breakfast, is to feed the birds. Sitting at the kitchen table and looking out the window at the loft, I said to my wife, something is wrong.

Remembering that the loft was open and my birds always come out at dawn, not one was in sight, on the loft or in the air. I froze with a terrible feeling in my stomach. Knowing that I had to face this feeling, I got them feed and headed for the loft. As I approached there was complete silence and when I opened the door, I found eighteen dead birds and two untouched physically, but in extreme shock. As close to tears as a man could get, I went to tell my wife. Trying to figure out what had happened, I was devastated by the sight.

Although the opening seemed too small, the only culprit, I figured, had to be a raccoon.

That morning I cleaned up and accepted the fact that I had to start over, from square one. As the weeks passed, the two remaining birds had made a surprising recovery and turned out to be a young hen and a young cock. This brought my spirits up and gave me the extra push I needed. These two birds mated up and started giving me back what I had lost. I have since acquired a few more birds of the same line from Bela Kiss, whom was very understanding.

I suffered a serious set-back and learned an extreme lesson. I will never again forget how much our birds really need us. As I am on my way back up to the twenty birds I once had, I feel good again. The six birds I have now, will not be let down and will get as much pleasure out of life, as they give me.

In closing, I would like to thank Tim Kvidera for all the help, information and kindness he has given me in my quest for a great and rewarding hobby. I am proud to be in the fancy and would like to wish all members of the F.T.A. good luck.

IT PAYS TO
ADVERTISE

"LUCKY-LUCKY-LUCKY JIM"

(A pigeon story by R. Price)

"Lucky Jim" was originally named by my elder brother, Jim, when it was discovered that the shell of his nestmates' egg had by some fluke of nature, completely fitted over his own egg and the little chick had been vainly trying, for some days, to chip his way out. He was half the size of his nestmate and looked doomed to end up in a bucket, but for some reason, Jim, who was normally a very hard taskmaster with his birds, took pity on him and went to great lengths to ensure his survival, transferring his nestmate to foster parents and even feeding him by mouth.

After this dramatic entrance to the world, things went smoothly for a couple of weeks until at about 2½ weeks old, "Lucky Jim", managed to fall out of the nest box on to the coop floor, where the stock cocks virtually pecked his head off. What a state he was in, a bundle of ragged feathers with his whole head just a raw wound. Once again, the bucket was the easy answer, but brother Jim was determined that this bird, (Lucky, Lucky Jim) as he was now called, was going to make it.

Make it he did and was very successfully weaned some weeks later only to get lost on the very first time out. "That's the last we'll see of him", said my brother, "but with his luck he's bound to end up in a good home". Four days later, a distraught neighbor was round to see if Jim could release a bird that had come down the chimney and was now trapped at the back of a boxed-in fireplace in the bedroom. Yes, you've guessed it, when the partition was removed,

there sat "lucky", as black as coal but apparently unharmed and seemingly unaffected by his escapade, Lucky, Lucky Jim.

That could be the end of this story. "Lucky Jim" matured into a fine young bird without further mishap, regularly putting in times of 10-12 hours for my brother who flew his Tipplers purely for the fun of watching them fly. Tragically, my brother died the following March and it was left to my younger brother, Mick, and myself to dispose of his birds. Four pairs were left to come into my loft the following season, the rest, many fine birds among them, were given away or sold to the cage. Purely out of sentiment, I brought "Lucky Jim" home, assuring myself in grief that this is what Jim would have wanted and housed him in a fly box next to the four cocks I was training to the dark. Living up to past exploits, he managed to escape and kitted up with these birds who were out training to fly. Although he had never been trained into the dark or from my loft, he flew with the kit (two were his full brothers) for three hours into the dark and came to the lights as if he'd been doing it for years. From then he never put a foot wrong, flying time of 16 hours 30 minutes and 17 hours 01 minute also being part of the kit that won the National last year with 15 hours and 11 minutes. This is probably a tribute to my brother's breeding and training skills, but I like to think that he's really living up to his name, "Lucky, Lucky, Lucky Jim".

CANADIAN NATIONAL TIPPLER ASSOCIATION

Founded in 1926 — THE OLDEST
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5 Old B. Races
6 Young B. Races
1 7 Bird Race
1 Stock Race

ROLL CALL

H. Hunt
Joe Stazzeri
Goff Smith
J. Maloney
Joe Rodiques
Bill Donohoe
C. Pawson

WATCH OUR WE ARE COMING BACK

BRONZE TIPPLER TRIVIA FOR SHOW

By: Alex Rawson
Staten Island, NY

In the field of art, when one is doing a painting, one must know when to stop! Sometime continuing on after a certain point is reached, the creative plus effect can be lost. So it goes when you outcross your own breed of pigeon to another, seeking an enlargement of some beauty point or two. You've got to know when to stop. The choice always remains yours. F2-F3-F4 or F-5?

The English Tumbler L.F. has been used to beautify the Domestic Show Flight, the Runt, the Nun and the Bronzed Show Tippler just to mention a few. Mostly sought in these outcrossings is more power in the head and neck of the recipient.

Just discussing the Show Tippler here today, we see a breed that was originally a light print Tippler, mostly white with black edgings. Crossed to the Danish "Fire Pigeon", called the Brander, the Tippler then came with Brader bronzed self color injected into the Tippler Print. For many years the most color sought for was the fiery red tail and wing tips edged with a Black Terminal bar. The Show Tippler in the hands of the British Fanciers became a most fashionable Show Breed. Created were Bronzed Sells, Mottles, light Mottles and Chucks. They were immensely popular in England.

In New York and New Jersey, U.S.A., a drive to build up this Show Tippler by an English L.F. cross became an obsession after some saw those created by Frank Weghorn in the 40's. The father figure of this variety in America started with Robert Grimshaw, who came from England and got his first Tippler imports here the day Lincoln was shot. He lived to the ripe old age of 99 and died in 1951. He originally had fliers but later kept the Show Tippler British style.

Interest in the Show Tippler today is high again. New York, being as always, the concentrated area for these although some good ones are in Los Angeles, Spokane, Washington, Mid West, Up State NY and Miami Beach Florida. The question is to what standard are these to be judged? The oval rounded head of the Original Tippler or the full frontal Tumbler head? I remember Lou Brenner winning Best Tumbler in the show with a Baronne Copper in a Triboro Show here in the Bronx. Also, George Terranova had one in the Pageant as an A.O.C. Tumbler and what, a grand Tippler Mottle that was as a Tumbler.

The truth of the matter is that the Tumbler type head is an American fancy and has to be called other than a Show Tippler. The same problem is rampant in the Runt fancy where the English Tumbler outcross result is now called a Rumbler, to overcome competing against the old regular Runt Standard. In my opinion the Rumbler is a very pretty Show Pigeon and going against the Runt is sure to be more desired. Again only my own feeling on this.

Only the Show Flight has adopted the English Tumbler head and neck features by adjusting their standard to accommodate the new style. Relegating all others known before as The Old Domestic, which then became desirable on as a "flying breed" instead. That took a lot of courage, and withstood lots of argument and quiting, but the Domestic men held tight for their beautiful improved Flight by the English Tumbler result.

Today our Domestic Show Flight is a bird of great beauty and distinct character because of the English Tumbler cross done 40 years ago.

When the Tumbler X Nun Cross is shown because it concentrates on the Nun Standard, the improved bird is usually the winner.

The Tippler fanciers for Judges have a problem unless they Judge towards one type called The American Tumbler kind, or the British Oval type. The Nun, and the Flight Breeders have no problem because they've accepted the improved bird. The Runt and Tippler fanciers have to adjust and decide which it is to be. One or two Standards.

SEX LINKAGE SIMPLIFIED

By: Tony Schepige

It has always been my desire to raise Flying Tipplers where the sexes could be determined by the birds plumage. (All cocks one color & all hens another). Through information I obtained from the late Mr. Levi (books & personal correspondence) I have realized my goal. By keeping only two self colors reds and yellows (self meaning solid, no pattern). It is a proven genetic fact that any breed, self yellow cock mated to a self red hen (my original matings) will produce offspring the opposite color of the parents, (which in my case would be red cocks and yellow hens) These youngsters can be sexed at hatching time by observing the type of down (fuzz or hair) they have, all bare or short downed will turn out to be yellow hens and the very fuzzy or hairy long downed will be red cocks. These may be banded or marked so you would know from the very start just how many cocks and hens you are raising. I use special seamless bands of the proper size simply marked hen or cock without year or number because I doubleband all birds from sex linked matings. The second or Club band has the information needed for record keeping of fly and show accomplishments.

Now getting back to my original desire to establish a loft containing all cocks of one color and hens of another. If you followed this article so far you would see that I have yellow cocks as my old birds and red cock youngsters, also red hen oldies and yellow hen young therefore defeating my plan, so in order to maintain what I was after in the first place, I had a choice of just keeping the original old proven breeders or disposing of them and just retaining the young ones. I chose the latter because these are sex banded and when mated together are **not** sex linked and therefore can produce young of both sexes and colors enabling me to retain my strain. If I keep the best yellow cocks and mate to the best red hens for only one breeding season, I can start the original cycle all over again.

Anyone interested in doing this just keep in mind the basics of sex linkage and remember it does **not** work in reverse.

- A. Any silver, brown or dun cock to any blue or black hen.
- B. Any blue or black cock to any red checkered or red barred hen.
- C. Any yellow cock (except almond) to any red hen.
- D. Any silver, brown or dun cock to any red checkered or red barred hen.
- E. Any short downed cock (except almond) to any normal downed hen.

In this last mating of course, you would have to keep records of the type of down the birds had that you intend to mate. It's supposed to work even in an all white mating.

All of the above matings should produce sons the color of the mother and long downed with daughters the fathers color and short downed.

NOTE: I can personally vouch for C, because I've been doing it for a good number of years, as for the rest, the info is right out of the book, (Wendell M. Levi — Author of Making Pigeons Pay, 1958)

NOW, Some Kind Words For The Lowly Pigeon

By: N. Palmieri

The dove of peace is really a pigeon. Well, almost. The only difference between the domestic pigeon and the standard dove is the shape of the tail.

Yet, pigeons are held in scorn. The sparrow is an import from Europe. The pigeon was native to the cliffs of the Palisades. But many feel it is the placid pigeon who is the intruder.

Unlike those who erect statues to dead heroes in public parks, I am a confirmed pigeon fancier. I think what we need is a few celebrities touting this truly remarkable bird.

Thus, I was delighted when boxing Champ Marvin Hagler touted his pigeons in a magazine recently.

I had not liked Marvin Hagler before. In the ring he is a hawk-rough and crude and oozing killer-instinct. But in the magazine I saw gentle Marv with two show birds, one a bald headed Tumbler. Funny how I had had this warped picture of a great pugilist.

The pigeon was used by psychologist B. F. Skinner in his experiments in the laboratory to establish the theory of operant conditioning with its various schedules of reinforcements. So, the pigeon, de facto, is smart.

I claim the pigeon also is the fastest bird in the sky for horizontal flight although I do not know what the Guinness Book of Records claims.

Everyone has heard of the Homer or Homing pigeon. I think scientists are still trying to figure out how the bird does it.

I no longer raise pigeons, but once, with my acne and all, they were the great passion of my adolescence. I will describe three types and make for Marvin Hagler and you my famous George Washington disclaimer, "With respect to pigeons, I have never told a lie".

Do Tumbler pigeons really tumble? Yes. Not the kind in the picture with gentle Marv. That is a show bird, distinctly different. I remember watching my Tumbler in awe as he put his wings up like a V, dropped his tail and turned two back somersaults over the coop, high over the coop.

Then there is the Roller. He will look as if he were shot and fall from 200 feet down to 50 feet somersaulting or rolling all the way.

These two pigeons are not welcomed by Homer fanciers, since once they roll or tumble out, the entire flock disperses. Second only to winning a race, Homer lovers like to see the flock low and tight, circling the coop.

But my favorite is the Tippler. Everyone used to say, the Tippler, is it drunk? Homer fanciers don't like these either, because they take the flock up too high. I had about 75 Tipplers. They are strong flyers. Tipplers will ride the high currents for hours, and my flock of 75 looked like specks on my glasses at a wary 1300 feet.

There are companies not happy with people who raise pigeons as an avocation. I judge by their personality inventories. I will not say which major bus company (you are guessing Greyhound or Trailways) will not hire you if you answer yes to any one of the next three questions.

"Do you drive a motorcycle?" They do not think it is a prudent way to travel.

"Do you have any tattoos?" The personnel office, when questioned, explains a small heart with mother tattooed within is probably acceptable. But snakes, skull and crossbones, etc., will probably let you out the door as they

question the motive for this aggressive display.

"Do you ever raise pigeons?". Heads up. A yes to this one and they will never even let you in the office again to use the Pepsi-Cola machine. I was asked this question. I work elsewhere. That was many years ago.

In our society, birds of prey like the eagle and the hawk have all the prestige. The pigeon, like its close relative the dove, is too gentle to be acceptable as a logo for a major company. Nobody wants to drive around in a 1983 Pigeon.

But about the bus company, I go along with them. I can picture myself driving one of their \$100,000 pieces of equipment with 75 passengers down the turnpike at 60 mph. A flock of pigeons crosses my field of vision. That's right. I will follow the birds, young, acned pigeon fancier that I am.

Who makes up these tests anyway?

It is true your pet reflects your personality. I knew a midget jockey who had a Great Dane in order to think of himself as big and powerful.

Executives tend to like bulldogs, models like French Poodles, good Samaritans like St. Bernards, people who talk a lot have canaries. I think what I'm saying is we can judge people by the pets they keep.

But maybe not.

It would be a mistake to jump in the ring with Marvin Hagler and expect him to be a pigeon.

A PROGRAM FOR TRAINING FLYING TIPPLERS

By: Jack Prescott

With Tipplers, you must know precisely why you do everything and if you know what you are doing, you can find various ways of doing it.

SELECTION: If you train the kit to fly until droppers are put out on 1/2 an ounce of wheat or malted barley each day, you will see the ones that are going to be good. The weaker ones will show signs of weakness of body and character in about 8 days.

Each pigeon should get precisely 1/2 oz. and one drink of water each day for 14 days. On the 14th day, before they have had any food or water, each pigeon should be carefully weighted and this weight recorded on its' log sheet. This weight is called the l.p.w. (lowest practical weight).

Now, the behaviour of each pigeon is recorded on this log sheet and only those that have maintained character and flying qualities as required are the ones that are going to be of any value.

The next stage is a rapid build-up by using protein grains but not of the large type. At the same time that they feel the impact of newly found strength and fitness, they are ripe for exploitation on a long day fly.

If they show signs of undue nervousness, an iron tonic can be used to steady and strengthen the nervous system — but be careful, because iron has a constipating effect.

I cannot over emphasize the importance of avoiding large protein grains. I used to have Tic Beans and cow peas ground down in a sort of coffee milling machine to make a coarse meal and this was far superior to the large peas and tic beans which are the main source of protein in pigeon feeding in this country.

Example: 3 Blue Cocks — Lowest Practical Weight 8.2 oz. each. Built up weight — just before the feed previous to the fly was 10.7, 11.0 and 11.0. After the fly, they were weighed and each pigeon weighed its' basic 8.2 ozs. again.

In this way, I could see that they had flown off the "built up weight".

In my opinion, they must be sickened by a low protein diet of 1/2 oz. before they are conditioned in preparation for the intended fly.

Nothing is more exhilarating than freshly found vitality after a very lean period. Prolonged vitality only leads to staling off and a strong inclination towards breeding ideas. It is a mistake to hold young ones down in this way.

AS you see, you have to be a hard individual and an extremist. The lower you can go with the L.P.W., the better your birds will be. Obviously, the Tipplers that never get more than one ounce less in weight than they are at their peak, will never be able to fly off what they have never done before, without serious physical and character breakdowns.

COMPETITION FEED UP

By: C. Bateman

Train the kit on 3/4 Malted Barley and 1/4 Wheat. Wednesday fly the kit 6-7 hours. Thursday at 10 P.M., 1 teaspoon Turnip seed, Canary, Miller, 2 teaspoon Tares, 1 teaspoon Peas, 1 teaspoon Wheat. Tonic in water. Friday at 11 P.M. 3 teaspoons Peas, 1 teaspoon Tares, 1 teaspoon Canary, 1 teaspoon Millet, 1 teaspoon Turnip. Tonic in water.

Saturday at 8 P.M. 2 teaspoon Maize (corn), 1 teaspoon Canary, 1 teaspoon Peas, 1 teaspoon Millet, 1 teaspoon Turnip, 1 teaspoon Niger. Plain water.

Tonic is 10 eye drops of Eastern Syrup to 1/2 pint of water.

THE ELEGANT BRONZED SHOW TIPPLER

By: Alex Rawson

The Show Bronzed Tipplers in self and mottle are in great style again. Holding a pair of Bronzed self youngsters in my hands the other day, I yearned to let them out to flap around my yard as they did years ago. Alas, my new neighbors might complain and I couldn't risk it. But I couldn't help remembering how my fathers' Bronzes used to fly, do half back bends, sloop their wings and occasionally a one tumble flip with their bright copper color glinting in the sun like burnished flashes everytime they turned in flight.

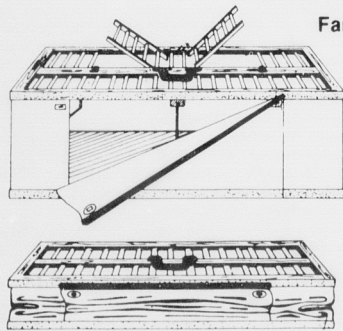
If our followers of the "Kupfrig" coppers could firmly say here and now which style bird in the Tippler they wanted much dismay could be overcome. Be it the oval rounded head of the firm past or the bully full frontal skulls of today, both are magnificent. But let's also understand that the contest of beauty also includes pearl white eyes, refined black ceres, short blunted black beaks and black toe nails and let us not forget the clear unsmudged rump of copper. These points are surely enough to keep one busy striving for perfection for a long, long time.

In New York we had once a club of Clubs specializing in just this one variety. Boy, came show time and the 40 members unpacked their crates to display their produce and WOW what gasps of admiration were heard through Maspeth and Brooklyn shows in particular.

You see the Show Tippler British style once reached in all it's point of beauty is made more exciting by the English L.F. Tumbler cross for more power in the head and neck. Af-

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ter awhile we saw the English Tumbler headed Bronze Tipplers reach point where all the points of quality had become a reality.

Once this came to be, then we had a 2 standard set up at our shows, where these were separated for 2 trophies. Some would say, "Oh well, now what?" The answer came in the form of Crested English L.F. Tumblers bred in the Boston area out of imported birds brought in by Richard Whitney. The crests were brought into New York by Frank O'Brien their suddenly the style swung to English Type Bronzes, with shell crests. So you can see now we had the British styled Show Tippler plain head and crested and also the New York styled English Tumbler headed Bronze plain headed and crested.

Now hear this throughout all of this action, which went on for years, no one ever came up with a Show Tippler Check. Years before Bill Liesum, a fireman who lived in Jamaica and later moved to Florida, showed the Check. He had them European style in magnificent color. The Chuck is all white except for Bronzed tips and tail and a red Check or beard under the beak on the gullet.

The Chuck can only be bred by an experienced fancier. The secret being that by mting light mottle to light mottle produced even lighter mottles. At that point these must be plucked like a whiteside and eventually become pure white because of this.

The most important problem is to maintain the tips and tail Bronze without a break of a white feather which Bill Liesum told me was a curse. He refused to breed from one of these no matter how good.

I'm working towards a good Chuck result, with 2 pair of mottles if they breed, I'll make it for sure.

THOUGHTS OF A NOVICE

By: John C. Cuttone

I have had the benefit of the experience of managing and handling Flying Tipplers for a short time. I feel very lucky to have been able to experience friendships with other Tippler Flyers. These people continue to share knowledge and respect for a very noble bird.

I have found that only in the unity of a group or club can a person find that genuine awareness in others that comes from spending countless hours planning, tending and training the birds.

My thoughts of thanks go out to all flyers and fanciers, past and present, who contribute their time and articles to clubs and publications so that a novice may pickup and begin at what otherwise could become a disappearing fancy. In as much as there is limited amounts of literature available, each good article written becomes part of an indispensable collection to be read and re-read. These articles can be referred to in between competition days and breeding seasons in order to improve performance of both birds and handlers.

My thoughts often wonder why so many people will never know the enjoyment and accomplishment felt through breeding, raising and flying the Tippler. It is probably one of the least expensive hobbies available in today's inflationary

economy. In comparison in size to the Homing Pigeon, the Tippler is much smaller, therefore, smaller feed bills. Also, we know that the intense training related to Tippler flying in competition warrants small numbers of good quality birds being kept in small lofts, therefore, less expensive to maintain.

Thoughts of all dedicated Tippler men should consider more often what might be contributed by himself and others to encourage broader participation in such a well intentioned and enjoyable hobby.

In closing, I submit that any flyer who has ever lost all track of time while training and working with his birds, full well knows how easy it is to forget all other problems of the world, while enjoying the God given beauty of a proper kit soaring on a good breeze. What better reason to encourage Tippler Flying?

PAST HIGH FLYING RESULTS WORLD RECORD YOUNG TIPLERS

By: Gordon Hughes

Competition Day, 1st July 1973: 1st — Gordon Hughes 18.07; 2nd — S. Phelps, 17.52; 3rd — J. Lewis; 17.15. There were 140 competitors from 22 Clubs!

The weather was generally good throughout the country. Mr. S. Phelps also broke the previous record and you may recall that he was also placed second when it was last broken in 1967.

I had ten youngsters in training, in one kit and as they all commenced to moult quite rapidly a few days before the competition, I picked out all the birds which I thought had a fair chance of flying well. I liberated six youngsters, five of which were sixteen weeks old and one was nineteen weeks old. The birds only flew at normal height, but raked well. They kitted very well and were not trouble to referee. The day was bright but there was very little wind. In the late afternoon the wind dropped altogether and there was certainly no movement of air again until a very slight breeze appeared at about 9:30 p.m. During this four to five hours of dead calm conditions, the birds flew low but still raked very well. When the slight breeze appeared about 9:30 p.m., this was a great help for the birds and some relief also for my referee and others watching. The birds continued to rake and were flying very free and easy when I turned on the light at 10:37 p.m. As I turned on the lights, the birds raked over almost at the same time and the whole kit was upon the loft before 10:40 p.m. The whole operation seemed so easily completed that when I look back on the training spells before the competition and on the actual competition itself, I wonder why I have not done this before. The birds were fully trained to fly in the dark and I believe that I could have let them fly another thirty minutes with confidence before turning on the lights.

I have now heard from Mr. D. Morgan of Swansea, regarding his remarkable performance, flying his kit 10:05 on the Long Day Competition. He states that he would like to thank his good friend Syd Passmore for giving him the stock birds from which he bred the kit of yearling hens. He says they will hold their own in the show pen and are of medium size. They flew well as youngsters doing 15:45 and 16:52. The morning of the competition was dark with rain and mist, but turned out to be an excellent flying day later on. The kit flew well all day until one came in at 12:05 a.m. He trains on good corn (feed) and flies them twice each week for a considerable time and states that the time he has spent in training the kit has been well worth the trouble.

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CURRENT WORLD RECORDS FOR FLYING TIPPLERS

By: H. Kaupschaefer

ENGLAND

20 Hrs. 40 min. J. Boden/Handsworth 1975
18 hrs. 10 min. B. Wilson/Norwich 1982

WALES

20 hrs. 20 min. Coughlin/Mayhill 1974
17 hrs. 52 min. Phelps/Llansamlet 1973

N. IRELAND

19 hrs. 30 min. Lilley/Belfast 1978
17 hrs. 18 min. Shannon/Lisburn 1980

SCOTLAND

18 hrs. 04 min. Byrne/Abronnhill 1981
13 hrs. 10 min. Wiewer 1981

W. GERMANY

19 hrs. 19 min. Liemen/Dorsten 1982
17 hrs. 46 min. Arndt/Hbg. 1967

E. GERMANY

18 hrs. 46 min. Porsche/Hoyerswerds 1982
14 hrs. 40 min. Stutzner/Hennigsdorf 1982

HOLLAND

19 hrs. 14 min. Kreeftmeijer/Jutphas 1982
17 hrs. 36 min. DeVries/Haarlem 1980

SWITZERLAND

18 hrs. 07 min. Dr. Krnjec/Aarau 1980
16 hrs. 38 min. Dr. Krnjec/Aarau 1981

BELGIUM

(Young Bird REcord only) 14 hrs. 00 min. Van
Ouwkerk/Berchem 1982

FRANCE

6 hrs. 57 min. Knaub/Eckbolsheim 1982
8 hrs. 20 min. Knaub/Eckbolsheim 1982

CSSR

17 hrs. 11 min. Joza/Liberec 1982
14 hrs. 02 min. Joza/Liberec 1982

HUNGARY

14 hrs. 17 min. (16 pigeons) Kubik/Budapest 1981

YUGOSLAVIA

17 hrs. 10 min. Jotic/Zajecar 1982
16 hrs. 05 min. Javanovic/Popovac 1981

ROMANIA

15 hrs. 06 min. Berian/Timisora 1978
14 hrs. 09 min. Berian/Timisora 1977

CANADA

17 hrs. 29 min. G. Vertolli/Toronto 1966
15 hrs. 58 min. D. Prudhomme/Toronto 1955

U.S.A.

17 hrs. 18 min. Fred Ehrbach/Maspeth, New York 1937
13 hrs. 58 min. Hoffman/Baltimore, MD 1957

(FTA) 15 hrs. 45 min. S. Bliscz/Bordentown, NJ 1977

13 hrs. 58 min. Hoffman/Baltimore, MD 1957

(FTA-Honor System) 15 hrs. 12 min. Kvidera/Minnesota 1976

(FTA-Honor System) 16 hrs 15 min Dubuc/Mass. 1960

(ATU) (Official System) 15 hrs. 04 min. Kennedy/Deer Park,
NY 1975

13 hrs. 47 min. Carlson/Queen, NY 1976

You will notice two times for each country, with a few exceptions, the first time is for Old Birds while the second is for Young Birds. In the FTA, there are two flying systems; the first is the Official System and the second is the Honor System.

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OUR NEW CATALOGUE WILL BE READY IN MAY

NEW FLYING RECORD IN EUROPE

By: Heinz H. Kaupschaefer

1982 has been a very successful flying season for us here in Continental-Europe. A kit of three old cocks of the loft of Alfred Liemen, Dorsten/West Germany, has flown on the so-called Long Day race with 19 hours and 19 minutes a new record. On the same fly the Dutch fancier, Niek Kreeftmeijer, Nieuwegein, could also fly a new record for Holland with 19 hours and 14 minutes.

Alfred Liemen's Tipplers are a strain of a combination Hughes-Boden-Meredith (all England) bred by the Dutch breeder and flyer Oude-Wolbers, Enschede.

The colors are blue and some blacks, reds, and grizes. Alfred is a member of the local society "Flugtipplerfreunde Dorsten '71" and also the "GERman Flying Tippler Union" (DFU) an association with 170 flying members.

Personally, I believe the best way to work with Tipplers in competition is to establish a local club and to have friends nearby. Then there are no problems with neutral referees. I am glad to have such "conditions" here in my home town of Dorsten a small town in the German district of Westphalia. Here we have two Racing Homer Combines, with ca. 600 organized members so that our club with just 15 members is a minority. But nevertheless all are very active fanciers and all take part in the 9 official races per year.

Naturally, we all fly and train and feed the pigeons with the "English method" learned from the master flyers in Great Britain. It means: we fly the kits on barley only, drop them with white dropper pigeons, enlighten our flying lofts. Most of our birds are trained to the so-called "light or dark training" otherwise one cannot win a race.

We send our greetings from here to the Tippler friends all over the world. Let's work hand in hand and — keep 'em flying boys!

FLYING TIPPLER ENDURANCE RECORDS

By: James F. Smith
Norwich, Conn.

Over the years my Tippler flying friends, as well as myself, have often been asked questions about our birds. It has struck me that while we try to answer these questions as best we can, there are still many that are sort of left hanging. This type of situation would still leave the uninitiated rightfully asking just what it is that Tipplers actually do?

It would be overly simplistic to just say that they fly. Tippler flying is almost an art form, which stresses teamwork and endurance. Tipplers are flown from one's own backyard in a kit of three birds or more. The farther North you are from the Equator, the longer and cooler the days become. So by the time Long Day arrives (about June 22), you could have between 15 to 20 hours of near total daylight depending on where you live. The object is to have your Tipplers trained right and fed right so that when they are released at 4, 5 or 6:00 a.m., they will fly their heart out for you. It is during this display that they win all the deserved accolades and admiration. As the day winds down the trick now is to get them back on and into the loft as near to dark as possible. Sound easy? It isn't. One does not need an op-

ponent to go against, either. The clock alone can prove to be more than a worthy adversary, especially when teamed up with the elements and other incidents that can occur during a fly.

Having said all this the next logical question would be as to just how long do they fly? Well, thanks to Tippler historian extraordinaire, Heinz Kaupschaefer of Dorsten, West Germany, we have a fairly up to date list of world class and regional record times. And here they are: World REcords: Old Birds — Jack Boden, Birmingham, England. 20 hrs. 40 mins., June 22, 1975. Young Birds — Brian Wilson, Norwich, England. 18 hrs. 10 mins., July 4, 1982.

INDIVIDUAL REGIONAL CHAMPIONS:

East Germany: Old Birds — Porsche, Hoyerswerda. 18 hrs. 21 mins., June, 1981. Young Birds: Mr. Reif, 14 hrs. 36 mins., July 5, 1981.

West Germany (DFC): Old Birds — Alfred Liemen, Dorsten. 19 hrs. 19 mins., June, 1982. Young Birds — Dieter Arndt, Hamburg. 17 hrs. 46 mins., 1967.

Belgium: Young Bird time only: D. Van De Voorde. 13 hrs. 55 mins., July, 1982.

Switzerland: Old Birds — Dr. Dusan Krnja-Aman, Aarau. 18 hrs. 07 mins., June, 1980. Young Birds — Ernst Nussbaumer, Wileroitigen. 15 hrs. 37 mins., July 5, 1964.

Netherlands (Dutch Flying Tippler Club): Old Birds — Niek Kreeftmeijer. 19 hrs. 14 mins., June, 1982. Young Birds — Mr. deVries, Haarlem. 17 hrs. 36 mins., 1980.

Hungary: Mr. Kubik, Budapest. 14 hrs. 17 mins., (16 birds), May 24, 1981.

Roumania: Old Birds — Remus Berian, Timisoara. 15 hrs. 06 mins. 1978.

Young Birds — Remus Berian. 14 hrs. 09 mins. 1977.

Ireland: Old Birds — Roy Lillie, Ulster. 19 hrs. 30 mins., June 18, 1978. Young Birds — Harry Shannon, Ulster. 17 hrs. 18 mins., July 6, 1980.

Yugoslavia: Old Birds — Mr. Nikolic. 15 hrs. 36 mins. 1980.

France: Mons. Knaub. 8 hrs. 20 mins. (Young Birds).

There is Tippler activity in other parts of the world as well, but these are the various records that were available to us at this time. Also, on June 21, 1981, Mr. Gary Byrne, of Abrohill, Cumbernauld, Scotland, flew a kit of Tipplers 18 hrs. 04 mins. This time has been touted as the Scottish record and to date, we have not heard anything to the contrary.

North American Records:

Canada: Old Birds — George Vertiolli, Toronto. 17 hrs. 29 mins. June 19, 1966. Young Birds — D. M. Prud'homme, Toronto. 15 hrs. 58 mins., July 10, 1955.

United States: Old Birds — Fred Erbach, Maspeth, New York. 17 hrs. 18 mins., May 23, 1937. Young Birds — William Hoffman, Baltimore, Maryland. 13 hrs. 58 mins., June 9, 1957.

Flying Tippler Association of America Official System Records:

Old Birds — Stephen Bliszcz, Bordentown, NJ. 15 hrs. 45 mins., June 19, 1977. Young Birds — William Hoffman, Baltimore Maryland, 13 hrs 58 mins., June 9, 1957. Stock Fly (8 or more Tipplers) — Frank Ratel, Bayport, NY. 10 hrs. 20 mins., October 28, 1978.

FTA Honor System Records: Old Birds — Stuart Ferguson, Brooklyn Park, Minnesota. 15 hrs. 17 mins., May 25, 1980. Young Birds — "Red" Dubuc, Holyoke, MA, 16 hrs. 15 mins., May 29, 1960. Stock Fly (8 or more Tipplers) — James F. Smith, Preston, Connecticut. 11 hrs. 03 mins., October 19, 1980.

American Tippler Union Records: Old Birds — Robert Kennedy, Deer Park, New York. 15 hrs. 04 mins., June 22, 1975. Young Birds — Howard Carlson, Queens, New York, 13 hrs.

47 mins., July 3, 1976. Gang Fly -- Robert C. Kennedy, Deer Park, NY 11 hrs. 01 mins., October 13, 1973. Special 5 Bird Kit Derby -- E. J. 'Murph' Randall, Corona, NY. 11 hrs. 33 mins., October 16, 1982.

Before anyone gets angry or feels slighted, may I hastily point out that there was no insult intended as to how this list was compiled and presented. For instance, there is no specific reason why Ireland happens to appear where she does as opposed to say, East Germany. I started this list years ago and just kept adding countries as their records became known. So please, there is no need for anyone to be offended.

You may have noticed that extraordinary times have been flown in England, Ireland, Scotland and in Wales, even though there are no Welsh times available to me at present. These marvelous times are no accident. Our wonderful Tipplers had their humble beginning in the British Isles. The people of this part of the world are still the masters of this game. Not to be outdone are the European fanciers. Times of 19 hours 19 minutes and 19 hours 14 minutes are most certainly big league times. In this part of the world, one can find all the needed things conducive to good flying. Good climate, long days and people who really fully understand how best to handle and train the true Prince of flying pigeons: The Flying Tippler!

FLYING YOUNG BIRDS TO THE LIGHTS

By: Mick Price

I part my young birds from their parents at 25 days old and from then on I put them out on top of the loft for an hour or so, weather permitting, most afternoon's along with a couple of hen droppers. Before they are old enough to fly, I switch the lights on for half an hour most days so they get used to the lights on and have no fear of them. As they get older, I split them into teams of about six and put them on barley and water once a day.

I only have a small loft, 8 ft. x 6 ft., and breed from six pairs of stock birds. I usually get about 10-12 youngsters in the first round. Once the youngsters are on the wing and kitting, I box them up. By the time that they are 7 weeks old, each team is doing about 3½ to 4 hours every other day. I never have them out in the morning always afternoons, timing it so that they are due to drop about an hour before dark, the lights are always on when I drop them. I stand out by the loft when I'm dropping them calling to them and scattering a few grains of barley about the top of the loft until it's quite dark and then get them in and feed them.

Each time I have them out, I let them fly a little bit later until eventually they go right into the dark. One tip I have when flying any birds to the lights is to have my dogs out there with me. I have two Jack Russell Terriers. The birds are used to them and they keep the cats away, having a cat jump up onto the back of the loft will undue all the hard work you've put into your birds.

Most of my birds are badges or are white flighted, I didn't plan this, it is just the way they came out. I find this very useful when flying in the dark, they stand out on the darkest of nights.

All my breeding hens are related, being mother, daughters and granddaughters, I find that most of the youngsters bred from these birds are of similar size and

type and fly in the same style.

Times recorded using this method are as follows:

First N.T.U. Young Bird Fly 1980, 17 hours 3 min. 2nd National, club record.

Four birds flown next day, flew 16 hour 15 min.

Local Club Fly, 9 birds, 14 hours 15 min.

Third N.T.U. Fly 1980, 14 hours 01 min.

Training fly next day 15 hours 05 min.

First N.T.U. Fly 1981, 17 hours 40 min. Disqualified, birds still flying as a kit at 18 hours 20 min. Dropped two birds at 18.25 the other two dropped away.

2nd N.T.U. Fly 1981, 14 hours 08 min.

3rd N.T.U. Fly 1981, 13 hours 37 min.

1st N.T.U. Fly 1982, 17 hours 15 min. (Club Record)

Sweepstakes Fly 1982, 15 hours 54 min. (5 birds)

2nd N.T.U. Fly 1982, 16 hours 15 min. (1st National)

3rd N.T.U. Fly 1982, 15 hours 01 min.

Training Fly next day 15 hours 10 min. (5 birds)

Won N.T.U. Young Bird Aggregate.

HATCHING OF A PIGEON CLUB

By: Ed Buraczewski

While recently cleaning out my desk at home, I came upon a number of old bulletins, which I inherited from my father, Walter "Pop" Buraczewski, who most of the old time members of the American Tippler Union and the Flying Tippler Association knew. I had a good time reading over these historic documents and knowing that this Tippler special was coming up, I felt you might enjoy sharing a few good memories with me.

It all started back in 1967, when a few men decided they wanted a Flying Tippler Club in the Metropolitan area, which consists of New York, New Jersey and Connecticut. The Club's original name was The New York Flying Tippler Club and the spark plug was Mickey Conticchio, who at the time held the post of Secretary/Treasurer. That name was very short lived - only eight months. At the Club's October 1967 meeting, several suggestions were tossed about for a new name, but none rang home until member Tony Bernat came up with the American Tippler Union. The name was unanimously approved. The ball started rolling on Tuesday evening, October 24, 1967, when the Certificate of Incorporation was signed. The five signers were Tippler men DeFazio, Esposito, Selna, Schepige and Conticchio.

The American Tippler Union officially became the new name on January 1, 1968. Acting President was Pat Organ and Secretary/Treasurer was Mickey Conticchio. They held these posts until the first official election. The results of that election in March 1968 were: President -- Mickey Conticchio; Vice President -- Pat Organ; Secret ary/Treasurer -- Louis A. Wolfe; Board of Directors -- Robert Kennedy and Vic Jendzo; Central Timer -- Dave Lewis. Dues for 1968 were \$5.00 Monthly meeting were held alternately in New Jersey at the home of Cahles DeFazio and on Long Island at the home of Vic Jendzo. Later on our monthly meetings were hosted at the homes of Ed Borchers and Lou Wolfe.

The American Tippler Union held its first annual Lawn Show at Pat Organ's home on July 14, 1968. Fred Erback was judge. The following were the winners of each class: Old Cock - Tony Bernat; Old Hen -- Bob Lucas; Young Bird -- Vic Jendzo; Best of Show -- Bob Lucas. Since then, the Lawn Show has become an annual event and for the last several years has been held at Lou Wolfe's Estate where

some of the best Flying Tiplers have been exhibited.

The American Tippler Union Charter Member list includes John Accardi, Anthony Bernat, Walter "Pop" Buraczewski, Ed and Walt Buraczewski, Michael Conticchio, Thomas Dantre, Charles DeFazio, Fred Erbach, Vic Jendzo, Arthur Randall, Emil Selnau, Anthony Schepige, Eugene Schlick, Benjamin Skutnik, Russell Wickey and Lou Wolfe.

That basically is a very short history of the first year of the American Tippler Union.

In reviewing my collection of old bulletins and correspondence, I found some tid-bits of information I think you might find interesting.

The Fred Erbach grizzle was chosen to be the symbol of the ATU and appears as the logo on our membership cards and club stationary.

The first order for ATU bands was for 2000 at five cents each to be used in 1968.

The first official double digit fly in the American Tippler Union was recorded on May 8, 1968, by Vic Jendzo. The time was 11 hours, 3 minutes. It was done with the English imports of the Gordon Hughes strain which Vic imported in 1967. The kit consisted of two cocks and one hen.

Since Vic Jendzo proved so successful with his English imports, several ATU members arranged to purchase birds from some United States flyers who had imports. Mickey Conticchio has Bowden Tiplers imported by Pierog. Bob Kennedy and Bob Lucas have Lovatts imported by Perc Hagen.

Our club record times to date are:

Old Bird — Robert Kennedy — 15 hours, 4 minutes

Young Bird — Howard Carlson — 13 hours, 47 minutes

Aggregate — Ed Buraczewski — 81 hours, 31 minutes (9 flies)

I could go on and on giving you dates and times, facts and trivia, which would easily take up a whole issue in itself. But space is my only limitation. One thing I'm certain of after spending hours going over my collection is that as good as the beginning was — the best is yet to be.

CENTRAL JERSEY FLYING TIPLER CLUB

By: Richard Seabridge
Lawrenceville, NJ

In the year 1974, five F.T.A. members formed the Central Jersey Flying Tippler Club. This organization was organized in affiliation with the Flying Tippler Association of America, adopting its constitution, by-laws and fly rules. This club has been formed to supply competition for its members within a reasonable locale and to keep interest in the sport keen.

Although for a period of time the club was inactive, but in April 1981 the C.J.F.T.C. was re-activated, the initial meeting being held at the home of Joe Closson. Since that time, regular monthly meetings have been held. Due to having to hold our meeting in a home, our membership is limited. At the present time the club has twelve active members and has good participation in the F.T.A. fly last year. The following officers were elected:

President — Richard Seabridge
Original charter member

Vice President — John Mead

Secretary — Stan Ogozalek

Central Timer — Ed Borchers

As to a little information on some of our members, lofts, strain of Tiplers, etc:

Ed Borchers, has a small loft, sectioned off and flies Lovatt strain of Tiplers.

Joe Closson, has two large lofts, sectioned off and keeps the Lovatt and Bodens, the original Bodens imported from England.

Lester Griffith's loft is five by ten feet, three sections and keeps the Lovatt Tiplers.

John Mead has one loft eight by twelve, sectioned off and flies the Lovatt strain.

Ray Merschen has two lofts, one for flyers and one for droppers. Ray flies the Lovatt strain and also has some nice Baumgartner strain of Tiplers from Bob Kennedy.

Bob Mentel has two lofts each sectioned. Bob flies Lovatts.

Tom Noon has one loft eight by ten and keeps the Lovatt Tiplers.

Stan Ogozalek has two lofts, eight by twelve. Stan has flown several different strains of Tiplers.

Richard Seabridge has two lofts, flying and breeding loft. Eight by sixteen and one small loft for droppers. The Lovatt strain of Tiplers are flown.

Lester Braozyna, of Hazlet, has been into the sport of Flying Tiplers for about 2½ years now and has done reasonably well in club contests. He flies some of the Lovatt type Tiplers and also some from the Canadian fanciers. His loft is 8 feet by 6 feet and sectioned in half, one side for the kit birds and the other for the breeders.

SOMETHING ABOUT THE CLEVELAND TIPLER UNION

By: Wayne Tomsic

The C.T.U. was established in the late fall of 1980 and officially came into existence in January of 1981, with the intention of promoting competition tippler flying in the Cleveland area. We started out with six members and have grown to sixteen. What makes the club interesting is that the members have variety of different strains of Flying Tiplers that they compete with. We all have one thing in common though, and that is to see the birds fly high up in the clouds and long. No one here likes the lower flying type of birds.

Although we all live on the North Coast of the United States, and within thirty miles of Lake Erie, we are hampered by unfavorable weather conditions for flying tipplers. The temperature for the most part is suitable, ranging from the forties to fifties in the spring, to the eighties and nineties in June, July and September.

The humidity is our hampering factor when flying the birds. We may have the ideal temperature of sixty-five to seventy-five degrees on competition day, but the humidity may range from seventy to eighty-five percent. Anyone who knows about tippler flying, knows that tipplers have a hard time flying long times when the humidity is high. There for, I feel we have a handicap when it comes to flying for long times in our climate and weather conditions.

I feel that times over twelve hours, here on the North Coast, is an accomplishment, I am sure that if we had the weather conditions and daylight, that our friends in England



FRONT: left to right — Frank Trzaska, Wally Misovic, Tony Alico (sitting) Tony Lukez, Albino Lukez. **BACK ROW:** George Brenner, Harry Braher, Wayne Tomsic, Dobie Peric, Louie Wittreich, Milan Markovic, Ted Pierog and Al Zander.

and Germany have, we would be right up there with them in flying times.

AS for our accomplishments in the past few years, we have two members I feel have made some excellent gains in the competition end. They are Albino Lukez, who holds our old bird record with a time of fourteen hours and forty-five minutes, with three hens. Then there is Louis Wittreich, who holds our young bird record of eleven hours, nine minutes, with four cocks.

The following is a list of our most active members, in competition, and the different strains of birds that they have and fly:

Albino Lukez — Lovatt, Jos Davies, and John Cullen
Milan Markovic — Canadian, Boden and Lovatt
Dobie Peric — Lovatts and Bodens
Wayne Tomsic — Lovatts, Jos Davies and Canadians
Louie Wittreich — Lovatts.

Good flying to everyone in "1983".

TRI-K PIGEON & BANTAM CLUB

Kankakee, Illinois Fairgrounds

March 6

April 17

September 4

November 6

— Club Swap Dates —
Roland Foster, Sec.-Treas.
R.R. 3, Box 100
Frankfort, IL 60423

(1083)

PACIFIC TUMBLER CLUB NEWS

By: Lee R. Sirotta

By now everyone should be in full swing with their breeding program. Again this year, most of the breeders in the Southern California area got off to a slow start in January and February. The changing weather from rainy and overcast to sunny and warm with temperatures in the 70's and 80's probably didn't help. And the birds just never seem to produce in the early months, what with the infertility, chilled eggs and young and you-name-it. Maybe mother nature is trying to tell us something.

Here are the last of the detailed Pageant results I promised. The barred clean leg class included 73 birds, judged by F. Drumm. Best silver was won by Bob Smith with a young hen #804. This bird was a little "down" at the Pageant, but bounced back at the National and won best barred. Best blue was won by D. Krueger with an old hen, best cream was won by C. Piehler with an old hen and best mealy and best barred by D. Krueger with his Baltimore winner #508, again an old hen.

The self clean leg class included 102 birds and was judged by J. Colesanti. Best AOC went to J. Bush, best dun (I think this bird won the National) and yellow to J. Mahaffay, best red to T. Evans, best white to T. Parks and best black of 55 and champion Tumbler to F. Drumm with #612.

No word yet on when the Pageant catalog will be printed.

The next PTC meeting will be the June Young Bird Show. More on this and results of the March Yearling Show next time.

Keep in touch.

METRO PIGEON CLUB

By: Elmer F. T. Uhrich
National City, CA

On Sunday February 27, 1983, a stormy rainy day in So. California, Queen Elizabeth and husband Philip picked to tour San Diego, CA. and the Balboa Park Zoo. Tourist weather went down the drain.

Dr. Leslie Buncher a former member of the Metro Pigeon Club. This has been a few years back. Dr. Buncher was a strong Roller breeder for show. He also had them in flying kits. Then in no time into the rare breeds, many from different countries, which runs into lots of moolah. Dr. Buncher has an outstanding pigeon coop, which in turn gave him mass production. The birds multiplied very rapidly in their ample surroundings of coziness. The breeding coop is a two story building high off the ground. The acreage is thickly covered with trees and bushes, which serves as a wind-break to keep the place very comfortable in the winter and the cool breeze in the summertime sifted through the trees. The pigeons really have a much better home than many people do today. Dr. Buncher did not miss any ideas to my knowledge. He has sheets of alsenite out far enough on the roof to keep the rain out. He has arrangements for soft radio music for them. Not in service at the present time. Dr. Buncher also has all the set up handy for telephone service. The breeding pens are spacious with lots of nests. Then he has another building its' partitioned in the center. One side for the cocks and the other for the hens. Now back to the breeding coop, on the top floor he has mating pens, breedings nests for his choice pigeons that are of high priority etc. All in all, I would say Dr. Buncher had outstanding ideas to make the birds as comfortable as they can ever be. I don't know how many different misc. or rare breeds he had at one time. I know that he had right near forty or more and is cutting down to 7 or 8 breeds. They have two huge big black dogs on guard duty looking over them. Ratings of one to ten, he has a ten plus. I was absolutely

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showed under when I saw all this, the weather was so bad that day, the worst day weatherwise that I can recall was picked for us to do this big job. First I drove 45 minutes to Richard Gentz Squab Ranch in Ramona, CA. Richard and I off to Rancho Santa Fe, CA to Dr. Bunchers Ranch. Naturally the light drizzle didn't think anything would become of it. Then as we were going around Lake Hodges, it was overflowing something vicious and raining harder about mid-day. WE worked steady all afternoon. It started to look very bad and stormed something awful. Richard had to go to Escondido to get gas. Streets flowing in raging streams like rivers. On one corner there was two young ladies and one man kicking and throwing water at one another, it had to be ice cold. Just goes to show you that some people don't have enough sense to come in out of the rain. By the time we got to Ramona it was dark. Now, I had to get in my little Hornet and drive through the treacherous mountain roads winding curves and the clouds were as low as a dense fog. That was a scary trip and one day I won't forget right away. This is very unusual weather for Sunny Southern California. It made me think of those storms back in North Dakota. Thank God, we don't have that vicious thunder and lightning that they have, makes every board in the house rattle. The nights tore me up, never go back for anymore of that.

The general idea is to sell some of the pigeons to make some money for the club. To get many more people as possible started in the rare breed pigeons. Thinking this may still up more interest in the fancy of rare breeds etc.

We got started about 20 minutes late today, with all the activities mentioned above. Held a short meeting for the good of the club. I made reports on several purchases. Jay Gerbozav made an announcement on the Del Mar Fair entries for the pigeon show held in conjunction with other activities during the Southern California Exposition. The entries for the pigeons at the Del Mar Fair will be due on or before June 1st, 1983. The amount of entries must have a check payable for same together. Do not send them separately as this in many cases gets lost or something happens. This should work out much better than having entries due on May 15th. Should be less substitutions especially for the young birds entered, then too this particular time of the year, many birds go into a very bad molt.

Staley Gentz is a member of the Old Dutch Tumbler Club of Los Angeles CA. They are coming down on Sunday, May 15th to hold there show with the Melo Pigeon Club. They will hold their show at the same time. I made the announcement at the show held Sunday, March 13th, I stressed the point specifically to make it clear to remember this. The second Sunday is Mother's Day. This second Sunday of May is Mothers' Day as not to interfere.

The raffle of four bags of pigeon mix. I was assisted by Ed Smith. The following names were the lucky winners of feed: Edward Smith, Dr. Corbett, Paul Klatt and Jay Gerbozav. Mrs. Jo Ann Roszell donated one pair of flying west of Englands won by David Vivas. Gary Quinlan donated one pair of Oriental Frills won by Eliseo Serrano. Total entries of birds in the show, 77. The Palamar lofts won the trophy with Old Dutch judged by Don Klatt and Rosette with Starlings. Bill Crochietiere Best Homer Rosette. Ed Smith Best Misc. Breeds Rosette. E. Ehrich Trophy, Lahores.

PACIFIC TUMBLER CLUB NEWS

By: Lee. R. Sirotta

There was a small turnout of members at the March meeting and Yearling Show, probably because of the rainy weather. Out-of-townners in attendance were Joe Colesanti from the San Diego area and Bob Smith from Northern California. Bob and Roland Teed panel judged the few (just over a dozen) never shown 1982 Yearlings with the following results: Best ESF to R. Hoffman, who hosted the meeting; Best Muff to B. Weichers with a Mealy; Best Bald-head to J. Colesanti; with a Black; Best Barred to J. Mahafay, with a Cream and Best Tumbler to L. Sirotta with a Black No. 715.

Word is that the L.A.P.C. expects to have the Pageant of Pigeons catalog available by May.

The next meeting and first Young Bird Show will be June 26 at

the home of Vince Colamonico. Other important show dates are the August 14th Young Bird Show at Pomona, the October 2nd. P.T.C. Annual Lawn Show, the November 17:20th Pageant and, of course, the December 1-4 N.C.T.S. at Salt Lake. Any clubs interested in participating in a sectional show should contact me.

Keep in touch.



BEST TUMBLER P.T.C. YEARLING SHOW
NO. 715-82

WHITE ROSE WILL BLOOM AGAIN!

By: J.D. Houseman, Pub. Director

Come Sunday, July 31st, 1983, the White Rose Pigeon Association, Inc., will be featuring their annual Summer Show at the York Inter-State Fairgrounds, York, PA. The fairgrounds are located almost in the center of the city and very accessible from all directions. Numerous signs are also displayed for your convenience. This will be, as always, an All-Variety Show and a banner one at that!

The show location was necessarily changed due to the ridiculous increased in rental at the 4-H Building at Bair, PA. It was either increase the entry fee to an absurd amount to assure a bread-even point or go back to the Fairgrounds. Thank goodness — the Officers decided in favor of the EXHIBITOR!

Yes — the entry fee will be only a "buck" per bird, both old or young. The writer feels this is being extremely fair to the fancier and the association hopes that it will only lead to a larger entry than As always, another good meal will be offered at \$3.50 per adult and \$2.00 for children, 12 years of age or under. A raffle will be on the agenda as well. All birds should be cooped by 10:00 a.m. and the judging will begin shortly thereafter. See our ad elsewhere in this fine publication.

Come join us this day and enjoy a grand time of fellowship — talking and reminiscing with old and new fanciers alike. No doubt there will be FOR SALE cages to be rented at a nominal fee as usual. See you on the 31st of July and until then GOOD BREEDING.

KING COUNTY PIGEON FANCIERS

STATS 'n' STUFF

By: Omer Ogren

By: Guy Bevens, Pub. Director
Algona, Washington

King County Pigeon Fanciers of Renton, Washington held their annual election of officers and awards night on December 10, 1982. The following awards were presented at that time.

K.C.P.F. Senior Perpetual Plaque was won by our club President Louie Longo with three wins. The Junior Perpetual Plaque was won again by Robbie Mahan with seven wins. Those wins are results of having the best bird at our monthly table shows, as voted on by all the club members.

This year we had co-winners for the President's Award and they were Guy Bevens and Tim Smiley. This award goes to the member or members who have contributed something extra special towards our club.

Elected officers as of this year now serve a two year term. Officers for 1983-1984 are as follows:

President — Louis Longo
Vice President — Phil Funk
Secretary — John Dieken
Treasurer — Robin Vague
Publicity Director — Guy Bevens
Junior Director — Norm Vague



1982 K.C.P.F. Plaque Winners
Left P Louie Longo, Sr. Plaque
Right — Robbie Mahan, Jr. Plaque



1982 K.C.P.F. Outstanding Members
of the Year
Co-Winners, Left — Guy Bevens
Right — Tim Smiley

I have been tabulating the top times of each of the fly competitions and I am glad to be able to make an initial report on this subject. I will refer to these listings as "Honor Rolls"! I have used the complete records from 1965 on to make these tabulations. So without further ado here are the FTA "Honor Rolls".

Spring I Fly — Old Birds Official System

1. 14.31 Joe Prochilo 1974
2. 14.11 Bob Rotschi 1974
3. 14.05 Al Luke 1982
4. 14.00 R. Seabridge 1975
5. 13.44 G. Chater 1982
6. 13.32 R. Seabridge 1982
7. 13.30 Dan Kinnear 1982
8. 13.06 Bob Kennedy 1974
9. 12.41 Tony Sinko 1973
10. 12.39 Tony Sinko 1972

Spring II Fly — Old Birds Official System

1. 14.45 Al Luke 1982
2. 14.34 J. & M. Rounbehler 1974
3. 14.10 R. Seabridge 1977
4. 14.07 J. Mead 1982
5. 14.03 R. Seabridge 1976
6. 13.21 S. Bliszc 1977
7. 13.14 Bob Kennedy 1973
8. 12.31 Bob Kennedy 1974
9. 12.31 Ed Buraczewski 1975
10. 12.05 E. & W. Buraczewski 1974

Spring III Fly — Old Birds Official System

1. 15.15 J. & M. Rounbehler 1974
2. 13.35 R. Seabridge 1982
3. 13.31 R. Seabridge 1976
4. 13.28 G. Chater 1982
5. 13.18 S. Bliszc 1976
6. 13.08 S. Ogozalek 1982
7. 12.37 O. Zovic 1982
8. 12.28 E. Buraczewski 1975
9. 11.54 Tony Sinko 1972
10. 11.27 Dan Kinnear 1982

SUMMER I FLY - Young Birds Official System

1. 13.25 Bob Rotschi 1974
2. 12.54 Smail Basic 1981
3. 12.11 Bob Kennedy 1972
4. 12.07 R. Seabridge 1975
5. 12.02 E. Buraczewski 1975
6. 11.03 Vic Jendzo 1968
7. 9.28 Al Luke 1980
8. 9.24 M. Beedie 1982
9. 9.20 S. Ogozalek 1981
10. 8.15 C. Heath 1972

Honor System

1. 14.30 Stuart Ferguson 1980
2. 13.58 Bill Conboy 1975
3. 13.52 E. R. Ball 1975
4. 13.25 Frank Ratel 1979
5. 13.18 Jim Smith 1981
6. 12.52 R. Seabridge 1978
7. 12.07 H. Johnson 1978
8. 12.00 Bob Prisco 1975
9. 11.45 Stuart Ferguson 1979
10. 11.20 Frank Ratel 1980

Honor System

1. 15.12 Stuart Ferguson 1979
2. 14.51 E.R. Ball 1975
3. 13.45 Frank Ratel 1980
4. 13.20 R. Seabridge 1978
5. 12.35 H. Johnson 1975
6. 12.35 H. Johnson 1978
7. 12.28 Jim Smith 1981
8. 12.22 Tim Kvidera 1975
9. 10.41 Dale Peters 1978
10. 10.30 Stuart Ferguson 1980

Honor System

1. 15.17 Stuart Ferguson 1980
2. 15.12 Tim Kvidera 1976
3. 15.07 E. R. Ball 1974
4. 14.16 Frank Ratel 1978
5. 13.48 Jim Smith 1976
6. 13.25 Bill Conboy 1975
7. 13.02 Ed Buraczewski 1977
8. 12.59 Jim Smith 1981
9. 11.40 E. Buraczewski 1981
10. 11.09 Tim Kvidera 1979

Honor System

1. 11.24 Tim Kvidera 1979
2. 9.39 Tim Kvidera 1980
3. 9.35 Frank Ratel 1978
4. 8.57 Rene Asencio 1980
5. 8.31 Dave Bortell 1973
6. 7.56 Tim Kvidera 1975
7. Tim Kvidera 1976
8. 7.23 R. Strain 1981
9. 7.02 Tim Kvidera 1978
10. 5.53 Perc Hagan 1970

Summer II Fly — Long Day (Any Age)**Official System**

1. 15.45 S. Bliszcz 1977
2. Al Lukez 1982
3. 13.43 G. Chater 1982
4. 13.09 R. Seabridge 1975
5. 11.56 R. Seabridge 1982
6. 11.31 E. Buraczewski 1975
7. 10.57 Bob Rotschi 1974
8. 10.23 Bob Kennedy 1972
9. 10.20 S. Ogozalek 1980

Honor System

1. 15.46 Tim Kvidera 1979
2. H. Johnson 1977
3. 14.05 Les Brozyna
4. 13.40 Frank Ratel 1979
5. 13.32 E. Buraczewski 1978
6. 13.08 Frank Ratel 1980
7. 12.55 Stuart Ferguson 1980
8. 11.29 S. Bliszcz 1975
9. 11.05 R. Asencio 1980
10. 10.42 R. Strain 1980

Summer III Fly — Young Birds**Official System**

1. 8.15 Ed Borchers 1982
2. 8.07 Bob Rotschi 1974
3. 7.28 Joe Prochilo 1974
4. 7.27 Al Lukez 1980
5. 7.03 Knights Loft 1967
6. 5.55 Art Randall 1969
7. 5.54 Don Zink 1975
8. 5.40 Don Zink 1974
9. 5.37 J. & M. Rounbehler 1972
10. 5.30 Bill Kahlert 1982

Honor System

1. 15.35 Frank Ratel 1980
2. 15.32 Tim Kvidera 1981
3. 13.35 Frank Ratel 1978
4. 11.29 Rene Asencio 1980
5. 10.26 Rene Asencio 1982
6. 10.12 Tim Kvidera 1974
7. 9.20 Jim Smith 1980
8. 9.12 Tim Kvidera 1976
9. 8.32 Tim Kvidera 1979
10. 7.35 Rene Asencio 1981

FALL I FLY — Any Age**Official System**

1. 12.15 John Mead 1982
2. 12.02 Oskar Zovic 1982
3. 11.50 H. Bampffield 1973
4. 11.38 Bob Kennedy 1973
5. 11.11 Wayne Tomsic 1979
6. 11.01 Vic Jendzo 1969
7. 10.04 Milan Markovic 1982
8. 10.00 Dobie Peric 1982
9. 9.26 Bill Conboy 1972
10. 8.29 Al Lukez 1981

Honor System

1. 14.00 Frank Ratel 1979
2. 11.00 H. Johnson 1977
3. 10.49 Tim Kvidera 1982
4. 10.41 Jim Smith 1980
5. 10.12 Nasser Shirakbari 1974
6. 10.12 Frank Ratel 1978
7. 10.07 Frank Ratel 1980
8. 9.53 Tim Kvidera 1979
9. 9.50 George Cant 1980
10. 9.23 Al Lukez 1980

Fly II Fly — Any Age

1. 12.17 R. Seabridge 1980
2. 12.00 John Mead 1982
3. 11.34 H. Bampffield 1973
4. 11.26 R. Seabridge 1981
5. 11.07 J. & M. Rounbehler 1972
6. 11.05 S. Bliszcz 1976
7. 10.59 Rene Asencio 1982
8. 10.52 Don Zink 1973
9. 10.17 J. & P. Ehli 1969
10. 10.14 Bill Conboy 1972
- 10.14 Don Zink 1975

Honor System

1. 12.23 H. Johnson 1977
2. 11.50 Jim Smith 1976
3. 11.50 Doy Payne 1977
4. 11.38 Frank Ratel 1978
5. 11.30 Frank Ratel 1980
6. 11.26 E. R. Ball 1973
7. 10.42 Ed Buraczewski 1974
8. 10.38 Tim Kvidera 1976
9. 10.06 S. Bliszcz 1975
10. 10.03 Jim Smith 1975

Fall III Fly — Any Age

1. 12.02 R. Seabridge 1980
2. 11.26 S. Ogozalek 1982
3. 11.25 J. & M. Rounbehler 1974
4. 11.23 R. Seabridge 1981
5. 11.19 H. Bampffield 1973
6. 11.12 Ed Borchers 1982
7. 11.09 Lou Wittreich 1982
8. 10.58 Bob Rotschi 1973
9. 10.53 Don Zink 1973
10. 10.35 JOe Prochilo 1973

Honor System

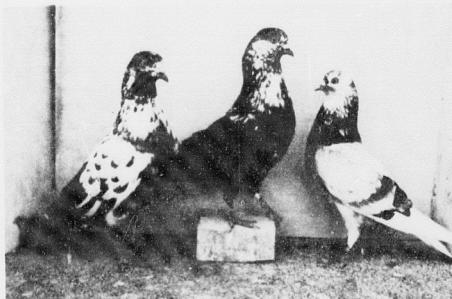
1. 13.10 Frank Ratel 1980
2. 11.45 Dan Kinnear 1980
3. 11.14 Wayne Tomsic 1971
4. 11.10 Doy Payne 1977
5. 11.00 Frank Ratel 1978
6. 10.55 H. Johnson 1977
7. 10.41 Nasser Shirakbari 1974
8. 10.30 Jim Smith 1975
9. 10.25 R. R. Ball 1973
10. 10.20 Bill Kahlert 1982

**Stock Fly — Any Age —
Eight or more birds**

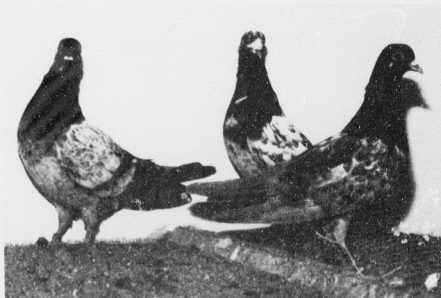
1. 10.20 Frank Ratel 1978
2. 9.06 G. Chater 1981
3. 8.54 Wayne Tomsic 1980
4. 8.29 O. Zovic 1982
5. 7.26 Dan Kinnear 1982
6. 5.29 Dobie Peric 1982

Honor System

1. 11.03 Jim Smith 1980
2. 10.50 Milan Markovic 1980
3. 8.27 Doy Payne 1977
4. 8.22 S. Ogozalek 1979
5. 8.215 Frank Ratel 1980
6. 8.08 Doy Payne 1976
7. 8.04 Al Lukez 1980
8. 7.58 D. Kinnear 1980
9. 6.04 J. Smith 1979
10. 2.10 H. Johnson 1976



Kit of "Prisco" cocks FTA—81-107, 108, 177 flown 8:23 to win April Old Bird Fly 1982. They won again in May 1982, with a 9:29 with a different partner. Bred & flown by Tim Kvidera.

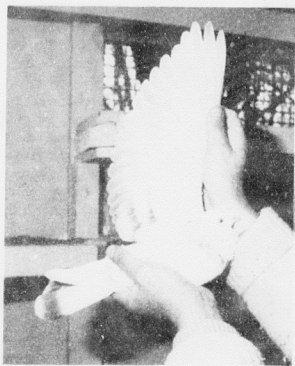


Three of Arthur Newton's Tipplers

827



Fanciers from Sheffield, England. Left to right: Alan Bailes, Ken Brown, Jack Prescott, Peter Yates and Bill Bishop.



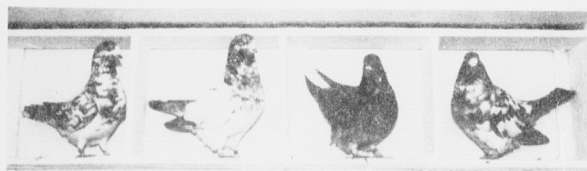
D. Fellows white cock, never flown produced youngsters that flew 15 hrs at 14 weeks old.



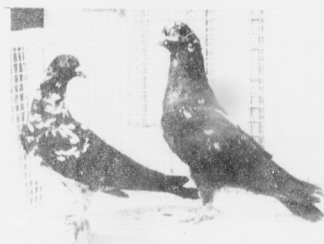
Peter Yates of England showing his group kit box.



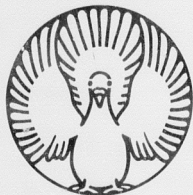
World Champion Flying Tippler trainer, Jack Boden whose kit has flown 20 hrs. 40 min.



Harry Hunt's Old Bird Kit for 1983



The original pair of Bartholomew imports now owned by W. Tomsic.



American Pigeon Fanciers Council

Publicity Chairman
Tanner S. Chrisler
5044 Westminster Place
St. Louis, MO 63108

PIGEONS ARE GOOD NEWS

By: D. M. De Neen
18999 80th Ave. W.
Edmonds, WV 98020

THE HOOK AND THE HOOK-UP

You don't have to go it alone. Is that good news for all you dedicated pigeon fanciers who want to help create a better image for the much maligned leader of the bird world, the pigeon? You can get help in creating good public relations from a number of sources. You can join forces with the experts and get access to not only their experience and contacts with the media, but also their equipment, their telephone lines, their computers and whatever else modern and miraculous they have.

How do you go about this kind of sorcery? Hook up with a large company, an educational, medical or charitable institution, or an agency that specializes in charitable work. The "hook" in the hookup will take some imagination, but the results will be worth it. Put yourself in the place of the company, institution or agency and try to imagine where they might be responsive to ideas for helping them as well as you and the pigeons. For instance, the Daon Corporation, a Canadian firm, had built a large office building in Seattle, U.S.A., and was looking for a way to high-light the building dedication ceremony in a way to attract attention from the media, particularly television; aim, to attract renters for their offices, of course.

They hired an advertising and PR firm to help them promote the occasion. Fortunately (since this hookup came from outside, rather than from a pigeon fancier), someone at the ad agency had been impressed with the publicity surrounding a number of pigeon races for charity (that's another story that I'll tell you about later) and suggested a pigeon race for charity, with the birds to be released in large numbers from the top of their new office building. They got in touch with Dave Jacober, a pigeon racer and fancier from nearby Everett. He agreed to help them round up enough birds for the race. The result? A \$10,000 pigeon race with the proceeds going, not to the pigeon racers, but to various local charities. The guys and gals who provided the birds got the glory of helping publicize pigeons, which was great; the ad agency got credit and cash for a neat idea; the Daon Corporation got its building celebrated in print and on camera with hundreds of birds whirling about the roof of the building at dedicating time; and the media got an unusual, pictorial story. The pigeons got fed when they got home. They were probably grateful for a chance to make it big on television. Everybody was happy.

What are you looking for when you devise a plan to hook-up with someone already in the publicizing business? You're expecting to be allowed to use:

Their talented staff people, such as PR people, fund raisers, community organizers, printers, artists, cameramen, secretaries, computer operators, etc.

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Their print shops, cameras, typewriters, artists' equipment, etc.

Their typewriters, computers, copy machines, presses, etc.

Their mailing lists, contacts with the media, knowledge of the community, volunteer workers, etc.

Most of all, their prestige, the intangible but sizable benefits in the public eye of being associated with a worthwhile cause: a university, a respected corporation, a hospital, a Heart Association, a Woman's Guild.

All of which leads to a success story with all the elements described above, in which pigeon racers, pigeons and the American Heart Association teamed up to put on a series of pigeon races for the benefit of heart research, and in the process generated dozens and dozens of small stories, large stories, picture stories, television appearances, magazine section covers, and personal contacts with all the people who were asked to sponsor pigeons entered in the race. It even persuaded a reporter at one of the largest metropolitan dailies to run a contest in which the winner guessed to the nearest second when a pigeon entered in the race by the newspaper arrived at its home loft and was clocked in.

The events, which started in Grand Junction, Colorado, caught the eye of the state executive director of the American Heart Association of Washington (me, luckily, for I was a pigeon fancier myself), ran for three years in the state of Washington, and later for several years in Oregon, and were planned in California, Texas, Minnesota and other states but did not get off the ground for two reasons: The pigeon fanciers and racing organizations did not work at it and/or the various heart associations did not give it serious enough attention.

Since I had a very creative Special events director named Sam Crea, an experienced fund raising and PR staff, and all the equipment of the kind noted earlier available in the Heart office, it was a natural to get pigeon racers together with the Heart Association to raise money for a well-established national health agency, and to garner reams of excellent publicity and good will for pigeons and for racing. My regrets are that Sam Crea, who really dug such a neat, new idea, retired at the end of the second year and went back to Minnesota, and that the pigeon fanciers who really supported the effort were not the rank and file, but the few leaders in the clubs and concourses, who support everything good. Without the wide scale support of the racers themselves, the Heart/100 and later Heart/200 races did not raise enough money to justify the Heart Association in Washington in spending the sizable amounts of time and money necessary to organize and promote the races, when the same staff people could raise much larger amounts of money for cardiovascular research by organizing other fund raisers, like Jump Rope for Heart or Skate for Heart with their thousands of enthusiastic kids raising more money than you would believe possible.

If even 50 percent of the pigeons racers in the state had put more effort into the races, they'd still be going on, I'm sure. They could be revived nationwide with the American Heart Association if the racers nationwide would get together and do a cross country, national team race, or several of them going different directions. It might even be possible to bargain for some share of the money for the American Pigeon Fanciers Council's research fund as well.



American Pigeon Fanciers' Council

American Pigeon Fanciers' Council
c/o David Rinehart, Treas.
559 Alandale Dr.
Tallmadge, OH 44278

() **Club Membership.** Our Club wants to support the goals of the Council—Public Relations, Legal Aid, Medical Research and Youth Programs.

We have _____ members.

Enclosed is our dues for 1983 \$ _____.

Club name _____

Secretary's name _____

Address _____

City _____ State _____ ZIP _____

() **Individual Contribution.** I want to support the goals of the Council personally. I am most interested in the goal(s) circled. Public Relations—Legal Aid—Medical Research—Youth Programs.

Enclosed is my contribution for 1983 \$ _____

Name _____

Address _____

City _____ State _____ ZIP _____

The key tenets for combining your efforts with larger and more prestigious and appealing causes are these:

- (1) Pick institutions or causes that have wide appeal to the whole populace - not small, local impassioned efforts by amateurs: Money for Julie's kidney transplant, pay for a house for the Juke's family, etc.
- (2) Pick your partners from those who have both strong local support from prominent people in your community and a strong national Organization so that the chances are better for widespread participation.
- (3) Pick partners with a proven track record for reliability, financial responsibility, excellent PR, fund raising and public acceptance.
- (4) Stay away from newly organized or controversial groups, particularly those that take extreme positions on public or political issues.
- (5) Make your pitch based on some kind of pigeon activity that will provide opportunities for the agency or institution to raise money and get good PR for itself as well.

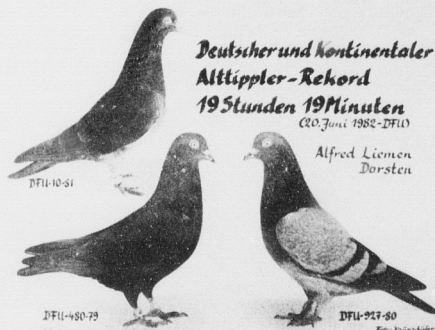
The last point, the approach is vital. While pigeon races in themselves are exciting, visual and competitive,

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there are other possibilities. A show of fancy pigeons could very well be arranged so that band numbers of birds entered could be "bought" by the public and prizes awarded to the "purchaser" if the bird with that number won Best of Breed, Best Fancy, Best Rare Breed, Best Utility or Best in Show. While this might generate some attention and excitement within the fancy, and raise some money for the pigeon clubs, think how much more exciting it would be for the media if the money raised were going to a worthy charity and if it were raised from a much larger audience than fanciers at a single show, with the expert help of volunteers and staff from the concerned agency.

Races and shows are only two ideas. My imagination is limited, but the thousands of you out there are unlimited when it comes to ingenious ideas. When the Heart/100 first race was being organized, the best ideas come from the pigeon breeders, not the Heart staff. On a smaller scale, anything is possible. Take a serious look at the advantages of forming an alliance with a group that already has an organization and a prime public image. Then set your fertile minds to work. The results will please and surprise you.

(This is the last in this series that I will write. As I said, my imagination is limited, as is my energy. The new Publicity Chairman for the APFC is Robert Phillips, Box 218, Lithopolis, Ohio 43136. Contact him with your ideas, and send him copies of PR results you achieve so that they can be shared with everyone. Thank you for the opportunity to present these months of PR review to the pigeon fancy.)



Red Cock of the Carnew type
of Flying Tippler

Show Calendar

OH-June 19—Southern Ohio Pigeon Ass'n Swap Day. Fairgrounds in Hamilton, Ohio. Contact: Gary Purvis, 2711 Millville Ave., Hamilton, OH 45013.

IN-June 25—Indiana Pigeon Club's 5th Annual Summer Show and Swap at Hartford City, IN in 4-H Building. Ray Hoover, Show Sec., R.R. 3, New Castle, IN 47362.

PA-July 17—White Rose Summer Show, York County 4-H Center, Bair, PA. Fred Merklinger, Show Sec., 68 W White Oak Rd., Paradise, PA 17562.

WA-July 31—Puget Sound Pigeon Club Lawn Show. Spanaway Park, Tacoma, WA Dennis Morehouse, 21418 106th E., Tacoma, WA 98321.

MD-Aug. 20—Maryland Show Racing Pigeon Club Young Bird Show, Hamilton Pigeon Club, Baltimore, MD. Mannie Rigby, 1527 Weyburn Rd., Baltimore, MD 21237.

IL-Sept. 4—Tri-K Pigeon and Bantam Club Swap, Kankakee, IL. Fairgrounds, Roland Foster, Rt. 3, Box 100, Frankfort, IL 60423.

NY-Sept. 25—New York Combine Domestic Show Flight Club, 8th Annual Young Bird Show at Polish National Hall, 64th Street and 56th Road, Maspeth, NY.

WI-Sept. 11—Watertown Pigeon Club Annual Young Bird Show, Riverside Park, Watertown, WI. Art W. Kehl, Rt. 3, Box 306, Watertown, WI 53094.

MI-Sept. 17—Macomb County Pigeon Fanciers Young Bird Show, Roseville Park & Recreation Dept., 18185 Sycamore St., Roseville, MI 48066. Larry Schulz, Show Sec., 16641 E. Jefferson, Grosse Pointe Park, MI 48230. 313-881-4362.

WI-Sept. 18—Fond du Lac All Variety Pigeon Club Young Bird Show, County Fairgrounds, Fond du Lac, WI. Bill Murkley, Show Sec., Rt. 3, Ripon, WI 54901.

UT-Oct. 7-8—United Oriental Roller Association Young Bird Show. County Fairgrounds. For information contact Ed Bills, 8389 West Powell Avenue, Magna, UT 84044. (801) 250-0634.

PA-Nov. 5-6—White Rose Winter Show, York County 4-H Center, Baire, PA. Fred Merklinger, Show Sec., 68 W. White Oak Rd., Paradise, PA 17562.

IL-Nov. 6—Tri-K Pigeon and Bantam Club Swap, Kankakee, IL. Fairgrounds, Roland Foster, Rt. 3, Box 100, Frankfort, IL 60423.

WI-Nov. 12—Fond du Lac All Variety Pigeon Club Fall Show, County Fairgrounds, Fond du Lac, WI. Bill Murkley, Show Sec., Rt. 3, Ripon, WI 54971.

WI-Nov. 25-26—Watertown Pigeon Club 48th Annual All Breeds Winter Show. Turner Hall, Watertown, WI. Art W. Kehl, Rt. 3, Box 306, Watertown, WI 53094.

IN-November 26—Indiana Pigeon Club's 57th Annual All Breed Winter Show. National Guard Armory, Hartford City, IN. Ray Hoover, Show Sec., R.R. 3, New Castle, IN 47362.

WA-Nov. 25-27—Northwest Winter Pigeon Classic. Tacoma, WA. Contact Eugene Nollan, 1006 E. Morton, Tacoma, WA 98404.

UT-Dec. 2, 3, 4—United Oriental Roller Association Premier Show, State Fairgrounds. For information, contact Ed Bills, 8389 West Powell Ave., Magna, UT 84044. (801) 250-0634.

MI-Dec. 3-4—Macomb County Pigeon Fanciers Annual Winter Show, Roseville Parks & Recreation Dept., 18185 Sycamore St., Roseville, MI 48066. Larry Schulz, Show Sec., 16641 E. Jefferson, Grosse Pointe Park, MI 48230. 313-881-4362.

KS-Dec. 9-11—PRC-URC National Roller Show, Topeka, KS. Bob Everston, Sec., 214 E. 27th, Topeka, KS 66605.

MD-Dec. 10-11—Maryland Show Racing Pigeon Club Winter Show, Hamilton Pigeon Club, Baltimore, MD. Mannie Rigby, 1527 Weyburn Rd., Baltimore, MD 21237.

SPECIAL

NOTICE



January, 1983, PIGEON REVIEW started with the collectors' special addition each month. Drawings and articles reprinted from Fulton's *Book of Pigeons*, new edition by The Rev. Williams Faithfull Lumley. Cassell and Company, Limited, London, Paris & Melbourne, 1895.

New or renewal subscriptions cannot be back dated. Back issues starting with the January, 1983, issue, will be available at \$5.00 each, as long as this special addition continues and it should continue for at least two years.

This special addition is a way for us to say "thank you" for your support these past years. I must say that this special addition was suggested to us a few months ago by Tanner Chrisler and we were just now able to obtain what we were after. We want to thank Tanner for making this suggestion to us. This special addition will be printed on quality textured colored paper in the center of the magazine and may be removed to file separately or framed.

Gene Dudgeon, Publisher

We have been publishing *Pigeon Review* for over six years and have enjoyed every minute of it. We have made many friends throughout the pigeon fancy.

But there comes a time we must face reality. We are not receiving enough advertising to offset the cost of printing. Advertising makes or breaks a magazine. We feel we have the best educational pigeon magazine available, but that doesn't pay the bills. Many fine fanciers have written good articles for us and we have printed everyone we receive.

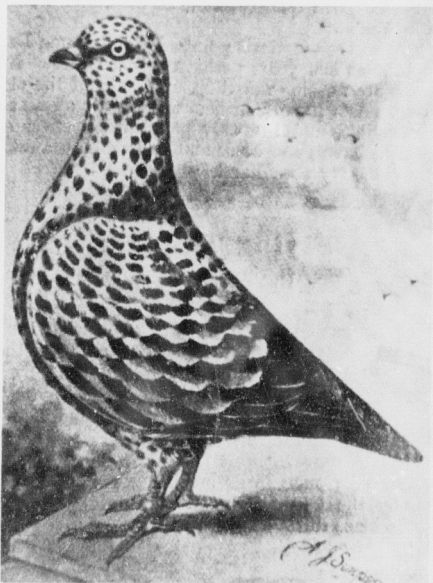
By the subscription rate of *Pigeon Review*, you are paying 83.33 cents per issue. For this Tippler special issue, the paper alone cost 95 cents per copy. What about the cost of labor, negatives, plates, ink, electricity, paper for the typesetting computer, etc.? The ads in this issue did not cover it.

According to some experts years ago, a magazine should have a minimum of 60% advertising in each issue to keep its head above water. *Pigeon Review* has never had 60% advertising in one issue. I am an optimist and kept hoping we would receive more advertising. The average percentage of advertising in the last 18 issues of *Pigeon Review* has been 16.8%.

I'm sorry, but since we can't receive advertising support from our subscribers, *Pigeon Review* will have to cease publishing. Or would you prefer we raise our subscription rates to \$25.00 a year with no discounts? I don't believe you would want that.

The June issue is ready to be printed. It is a small issue and will be our last issue of *Pigeon Review*. I hate to see it go, but there is no other choice. I can no longer underwrite the cost.

Gene Dudgeon, Publisher



Light Mottle Tippler by
A. J. Simpson. 1915 F.W.Y.B.

★ Classified ★

RATES: 15 cents per word per issue for one or two insertions.

10 cents per word per issue 3 or more consecutive insertions ordered in advance.

8 cents per word per issue, 12 consecutive insertions (1 YEAR), ordered in advance (by year).

Name, address, city, state, ZIP and phone number all together count as 5 words. MINIMUM ad—20 words, all ads under 20 words charged as 20.

Cash with order—we do no billing.

INDIAN FANTAIL

Indian Fantail Club of America:—
Providing standard, membership list, quarterly bulletins. Adults \$7.00 a year, Jr's \$3.00, Family \$12.00. Dan German, 6877 Taylor Rd., Cincinnati, OH 45211.

(883)

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Quality birds bred from the top bloodlines on the Eastern seaboard. Earl Sheaffer, Jr., 515 Main St., Akron, PA 17501.

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TRUMPETERS

National English Trumpeter Club invites you to join. Sr. dues \$5. Jr. dues (18 years & under) \$3. For more info, write to Diane Baker, 15630 Meadowbrook Dr., Marysville, OH 73040. (583)

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256 Hillman Ave.
Staten Island, NY 10314

BREEDERS' DIRECTORY

The Directory will list the name, address and phone number of the breeder under a **breed heading**. You may list your name and address under as many breed headings as you wish. The listing must be for 12 issues, paid in advance. Cost will be \$12.00 for each breed listing for 12 issues. That is only \$1.00 each issue. If you want your name listed under three different breeds, the cost would be \$36.00 for the 12 issues.

FLIGHTS

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Dave Holloway, Sec. Treas.
3052 N.E. Lincoln
Hillsboro, Ore. 97123

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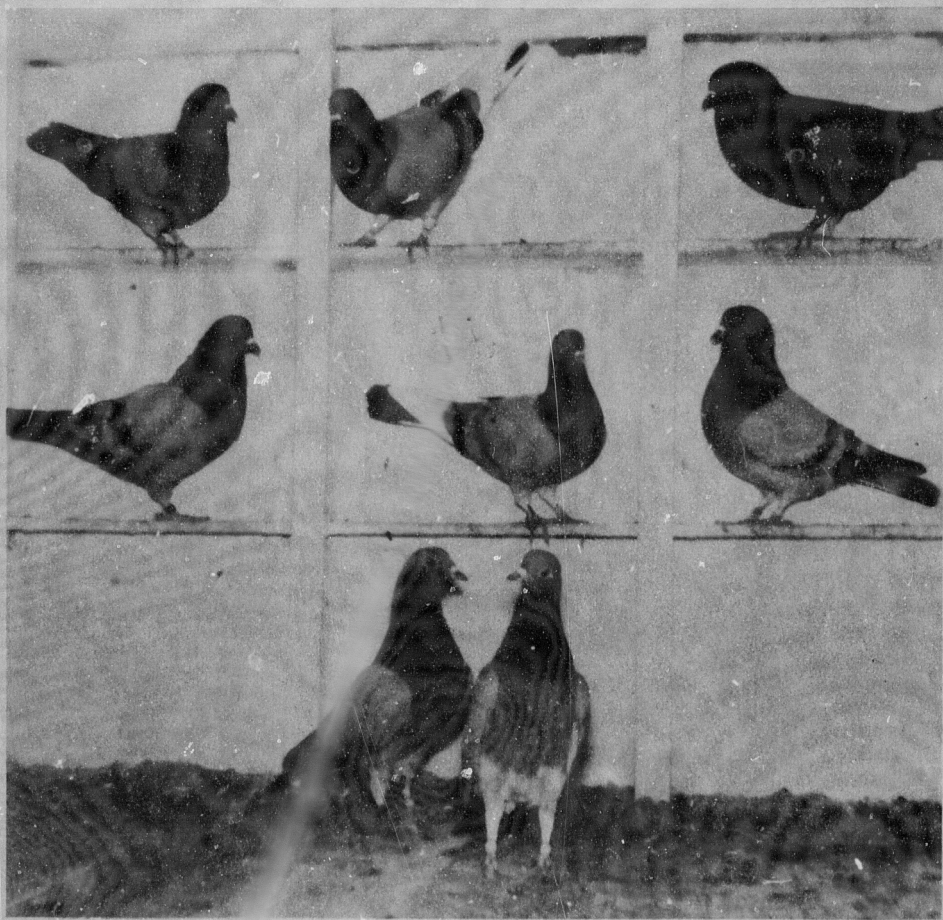
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1 Column Inch	\$ 3.20	\$ 4.00
2 Column Inches	6.40	8.00
4 Column Inches	12.64	15.80
1/6 Page (5")	19.75	25.80
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1/2 Page	25.00	35.00
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Price includes one photo at no extra charge, except no photo allowed in 1-inch ads. Additional photos to be used in the same advertisement will be charged \$5.00 each.

Contract advertising copy and size of ad may be changed at any time without penalty. If new copy is not submitted by the deadline of the following issue, the previous issue's copy will be repeated. Contract advertisers may "pay-as-you-go" — an issue at a time.

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ARTHUR NEWTON PHOTO OF COCK BIRDS
Flown times of 18:54, 18:20, 19:15 and 19:45

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Miscellaneous Flying Tippler Articles and Papers, 1984-1985, from the
Collection of S. Robert Powell

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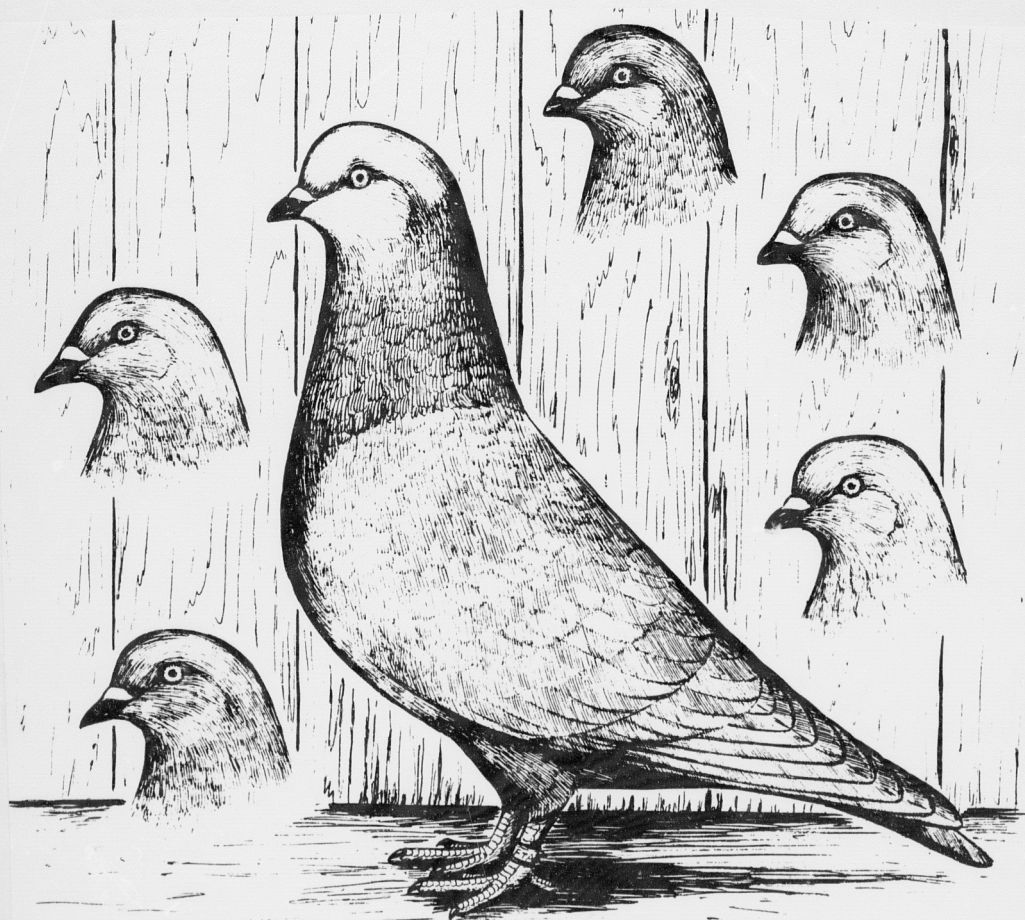
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FLYING TIPPLER

Including head profiles of a variety of strains

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RECORD SETTING KITS

1984 FTA SEASON



FTA-83-4992



FTA-83-4983



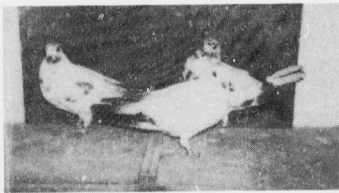
FTA-83-450

FTA OFFICIAL SYSTEM OLD BIRD RECORD

16 Hours and 31 minutes

June 24, 1984

Oskar Zovich, Toronto, Ontario, Canada



FTA-84-2212, 2225, 2226

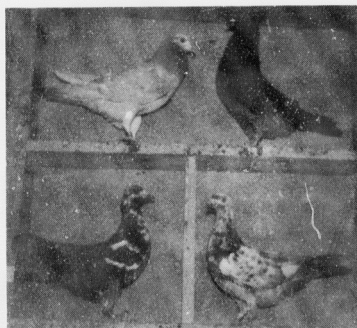
FTA OFFICIAL SYSTEM YOUNG BIRD RECORD

14 Hours and 38 minutes

July 8, 1984

Gord Chater

Mississauga, Ontario, Canada



FTA-84-3601, 3636, 3643, 3644

UNITED STATES YOUNG BIRD RECORD

13 Hours and 59 minutes

June 24, 1984

John Mead

East Kearsburg, New Jersey

FLYING TIPPLER ASSOCIATION OF AMERICA
BULLETIN #5 November, 1984

As you have already noticed this Bulletin features record setting kits flown in the past 1984 FTA competition season. Leading the list is Oskar Zovich's 16 hours 31 minutes for the Official System Old Bird Record. Beneath Oskar's kit are those of Gord Chater and John Mead who set the FTA Official System Young Bird and the United States Young Bird records respectively. Congratulations gentlemen on a very successful flying season.

Later on in this Bulletin you will find a tabulation of the nominations that were submitted for our FTA offices. You will see that we have a very impressive list of potential candidates. If your name is among those listed be sure to give serious thought to the nomination and if you are willing to serve the club let me know in writing or your name will not be listed on the Ballot which will be sent out next month. Be sure to be specific which office/s you wish to run for and do it in writing. Last election there was some confusion due to verbal communications. We do not want a repeat of that.

I have been quite remis in failing to list the new members that we have had join our club in the last six months. A hearty welcome to....

Jack Eason - P.O. Box 553, Henderson, Ky. 42420
David Archer - 7771 Bowcliffe Cr. N.W., Calgary, Alberta, Canada T3B 2S6
Harry Evans - 3472 Plumbrook Dr., Canfield, Ohio 44406 ph. 216-793-8533
Stephen McMonigle - 924 Delsea Dr., Rio Grande, N.J. 08242
George Malaczewski - 2336 Sherwin Dr., Twinsburg, Ohio 44087
Moe Tehrani - P.O. Box 521, Reseda, Ca 91335
Dale Peters - 507-509 E. Dowland St., Ludington, Mi 49431
Joe Strazzeri - 33 Kenora Cr., Toronto, Ontario, Canada
Bob Bennett - 20635 Londelius St., Canoga Park, Ca 91306 ph. 818-998-0037
Elvis Zovich - 60 Gray Ave., Toronto, Ontario, Canada M6N 2V6 (Junior Member)
Bud Palmer - 2008 N. New York Ave., Muncie, In 47304
Richard Nowakowski, Jr. - 840 Palisade Ave., Building 5, Apt 1I, Yonkers, NY 10703 (Jr. Mbr.)
Joe Horne - 250 McLean Ave., Yonkers, N.Y. 10705
Craig Cipolla - 777 Nepperhan Ave., Yonkers, N.Y. 10703 (Junior Member)
Paul Cipolla - 87 High St., Yonkers, N.Y. 10703
Pete Mack - 833 Longboat Ave., Beachwood, N.J. 08722 ph. 240-6118

From the Mailbag.....

Peter Mack - "I would like to thank Ed Borchers for helping me to get started in the FTA and also for the beautiful pair of Lovatts that I acquired from Richard Seabridge. Looking forward to a good flying year coming up."

H. Langley - "I ahve just competed in my first FTA fly and am quite proud of the performance of my kit of 12 birds which has just completed 10 hours and 44 minutes. The birds are from Gord Chater's coop and also with his help in training, feed up and timing of my birds this pleasant event happened. Of course I was also involved in the strict training and many hours spent. I also appreciate the pleasant atmosphere created by our Executive Members and hope that continues in the coming year."

Clive Taylor - "I would like to resign myself from the next election of officers as I may stay in England for a time. I intend to carry on my FTA membership and if I can help in any way to boost the FTA here in England I will be really happy to do so."

Frank Catri - has moved - new address P.O. Box 61, Amargosa Valley, Ne 89020
Says that he has no birds at the present.

Mailbag, continued.....

Dan Kinnear - "I was down to Cleveland on August 18th for the weekend. It was the CTU's picnic. I had such a good time. The hospitality was second to none. Oskar Zovich and myself stayed at Al Lukez's place. He has such a nice family. Oskar and myself got treated like Kings. I got to meet quite a few pigeon guys. I met Lou Wittreich, what a nice fellow he is. We had the picnic at his place. He has a beautiful home. I also met Ted Pierog and Stan Ogozalek. Now there's two fine gentlemen. And of course there were many more, too many to mention. On Sunday morning Al Lukez let his kit of old cocks out. Boy did they fly nice. After having a delicious breakfast at Al's place we went over to Wayne Tomsic's place. He had a kit of young birds up. They flew very well. In fact I was very fortunate to get a bird from that kit. It is a red Lovatt hen. I also got a beautiful mottle cock from him which the young ones flew over twelve hours for him. I had a very nice time there. Stan Ogozalek was staying there so we got to talk with him again. So the five of us Oskar Zovich, myself, Wayne Tomsic, Stan Ogozalek and last but not least Al Lukez got to talk about pigeons for a few more hours. But like all good things they must come to an end. Oskar and myself had to go back to Al's place to pick up our things. After another delicious meal at Al's it was time to go home. Al gave me some pigeons to take home with me. They were off the birds that he flew over sixteen hours. Now how many guys would give you birds like that, and that I may add was the first time I met Al Lukez. So I would like to thank everyone at the CTU's picnic for making such a special time for me. I would also like to thank two special guys for making my trip to Cleveland so wonderful. Mr. Al Lukez and Mr. Wayne Tomsic. Two great guys."

Bud Palmer - "I am 48 years old and live with my wife, Ann, on a 37 acre farm near Muncie, Indiana. I teach at Ball State University. We raised three children; Bud (28 yrs), Ann (23) and David (21). All my children have placed in National and world competition in their respective sports. Bud and David were second and first in the world in wrestling and Ann second (twice) in horse showing. My last ten years have been spent in coaching them and many other fine athletes. Young people I have coached have won 6 gold medals in the world and one bronze in the Olympics.

"When I was a boy, I had Tippler pigeons in Amityville, Long Island, N.Y. Everyone in the neighborhood had them and we would fly them all together (about 300) and then call them in after a few hours. If you caught another's birds you could charge 50 cents a bird to return them.

"After moving to Indiana with my parents in 1952 I gave up pigeons for a while. In 1960, after being married for 4 years, I tried to get some Tiplers. I could not find any. Some of the local fanciers had never even heard of them. So I got some Rollers instead. From 1960 until 1970 I raised Rollers for flying and show. During this time I had one national champion in the show ring and a third in an MRC flying contest. I liked my birds best in the air.

"In May of this year I decided to retire from coaching and get my birds back as a hobby. I was no longer interested in showing, but just flying my Rollers. While talking with a pigeon trader about birds in general he asked me if I would be interested in 'highflyers'. I told him maybe. He said they were Tiplers, so I went to see them. They were squeakers and did not look like much. But for a dollar a bird I bought ten of them for a try, not expecting much. After a week I let them out. That night I had none in the loft. The next morning, however, to my surprise, there were nine in the loft. After a day's rest I put them up after flying my Rollers. They hit the ceiling for 40 minutes. The second day they were up for an hour. The third day for 2 hours and 20 minutes. The fourth day for 3 hours and 59 minutes! I was hooked. I could not believe it. This is what I remembered as a boy. I was really excited! The fifth day they flew away." (Welcome to the fun and disappointments of Tippler flying Bud. Glad to hear that you were able to locate more birds after loosing the youngsters.)

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Mailbag, continued.....

Bob Bennett - "I acquired some Macclesfield Tipplers from a good friend in New York. Also got 16 Canadians from Bob James in Phoenix, Az. Have raised a lot of birds this year. I have two kits of 8 and 10 birds flying three and four hours without flagging. Birds I raise here seem to fly better than shipped birds. It takes a long time for Eastern birds to get used to the heat."

Dan Kinnear - "Stan Ogozalek from New Jersey was in Toronto last weekend. Oskar Zovich, Stan and myself went around and saw a few pigeon guys in Toronto. We went and visited Henry Langley. The old guy flew well in the FTA Stock Fly. Then we went over to Herb Keay's. Herb was the first fellow I ever timed. He flew many times over 16 hours. He flew 17 hours and 25 minutes one time but he got disqualified because one bird landed on a house and he couldn't get him. Then we went over to Small Basic's place. He's got some real fine pigeons. We had a real nice time. Stan is a real nice fellow. I would like to congratulate some of the FTA members for their achievements. First John Mead for his USA Young Bird Record of 13:59. Gord Chater for his FTA Young Bird Record of 14:38. Also Louis Wittreich in Cleveland for his fly. If he didn't get disqualified a few times he would have the USA Young Bird Record. Now to the old birds. Gord Chater for his 16 hours which I was honoured to time. Al Luke for his 16:10. Al is a real fine gentleman. And I hope a good friend of mine. And last but not least Oskar Zovich who twice broke the record with times of 16:28, disqualified, and for his 16 hours 31 minutes which I timed. It definitely was the best kit of birds I ever timed. Let me say a few things about Oskar. I don't think that you will find amny pigeon fanciers who are as dedicated to the sport as he is. He helped start up the CNTA. Which was dead. He's helped so many fanciers with pigeons and advice. He's always ready to help someone if need be. He sure has helped me a lot. He's a real credit to the sport of Tipplers. And I'm proud to say a very good friend of mine. I also would like to thank all the competitors in the flys. Which without them there would be no flys. I would also like to wish everybody good health and good luck for the 1985 flys. I would like to add that visitors and correspondence is always welcome."

I have also received the following letter.....

"This letter is to inform you that there is a new club in Canada. It is called the ONTARIO TIPPLER UNION. There are three members in our club so far. Oskar Zovich who is our President. Myself (Dan Kinnear), who is our club Secretary. And there is Small Basic. We hope to have more members in the club in the near future. We would like our club to be affiliated with the FTA. Our rules and regulations will be the same as the FTA. We also understand that three members of the club have to belong to the FTA in order to be affiliated. We hope to have our own club bands for next year. With our new club we can participate in all the FTA flies. Hope to hear from you soon in regard to the ONTARIO TIPPLER UNION's affiliation with the FTA. Signed - Oskar Zovich, Dan Kinnear and Small Basic"

Gentlemen with your above letter you have fulfilled the requirements of a "local Club" as per the FTA constitution Article III, Section 5. Welcome members of the OTU. Keep us posted on the progress of your newly founded club.

Just received another new member.....

Antony Bao, 24C 10th Floor, Nassau Road, Mei Foo Chuen, Stage 5, Kooloon,
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